AUGUST, 1959

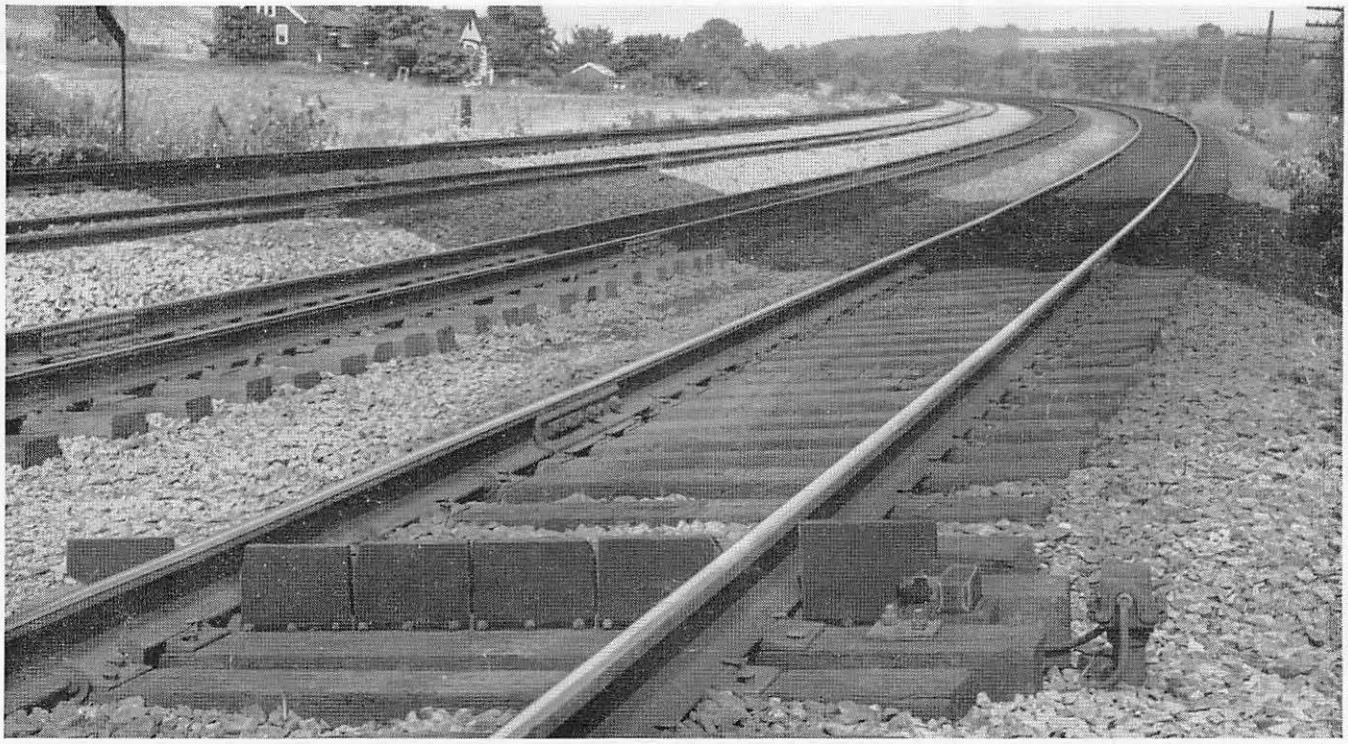
THE Signalman's JOURNAL

BofRS

B&OCT Makes Way for An Expressway . . . Page 230

Senate Subcommittee Airs Motorcar Bill . . Page 231

Steel Strike Vital to Railroaders . Page 242



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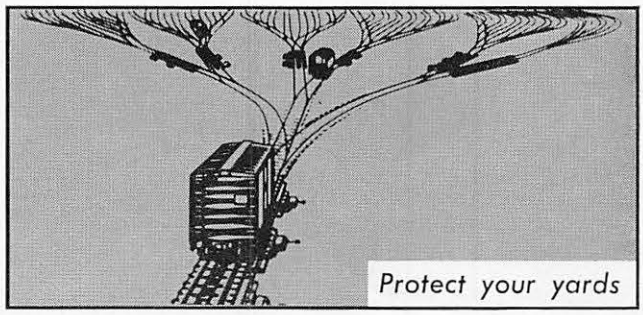

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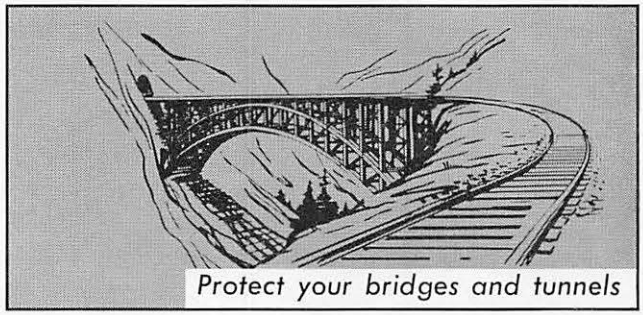

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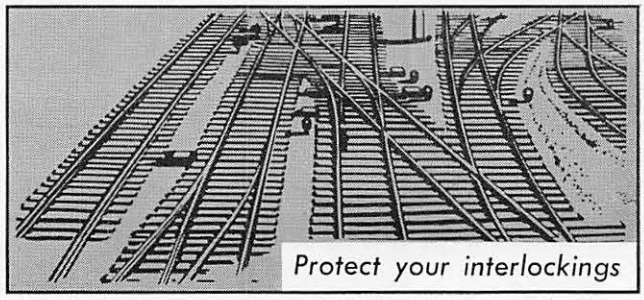

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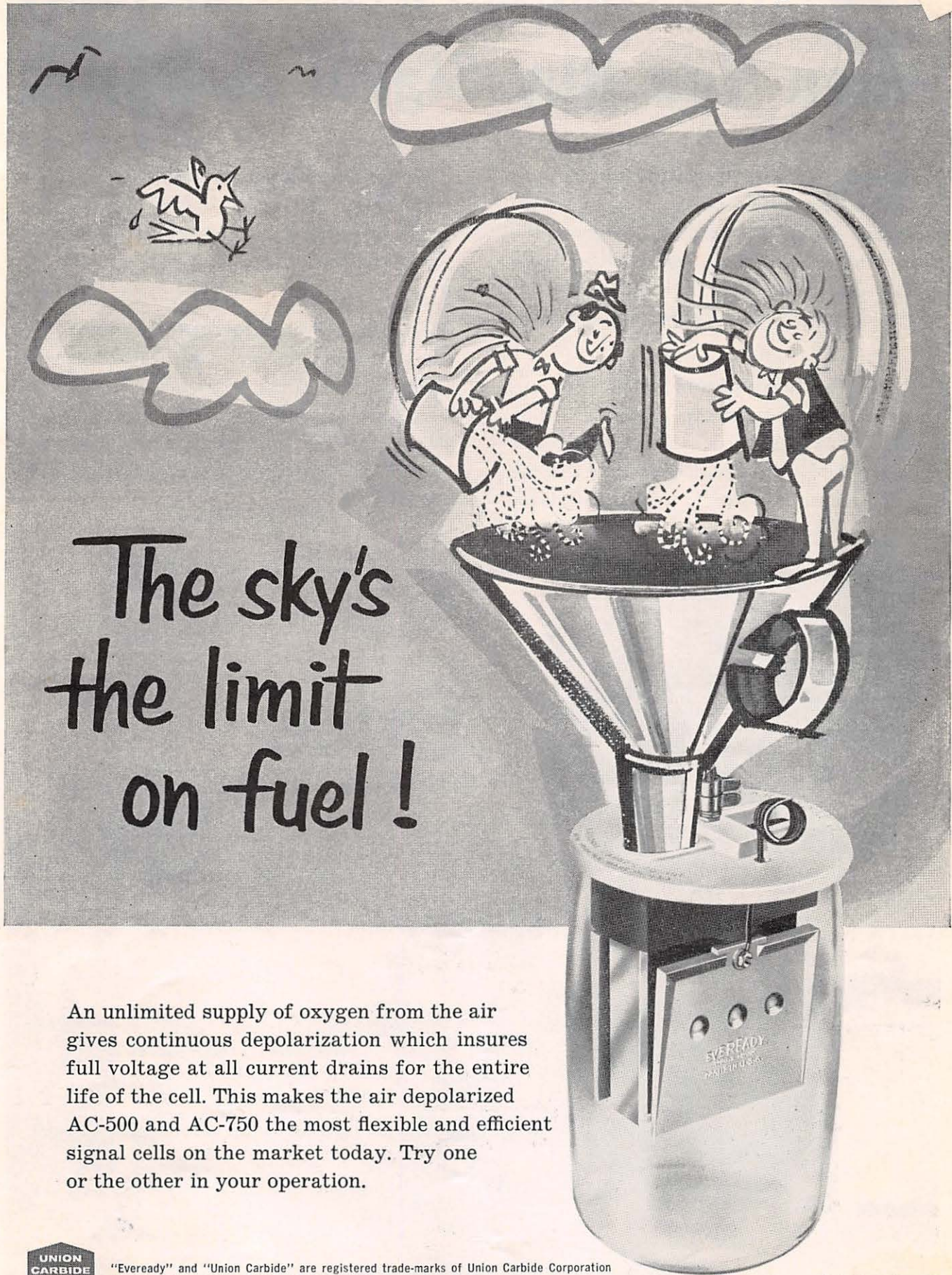

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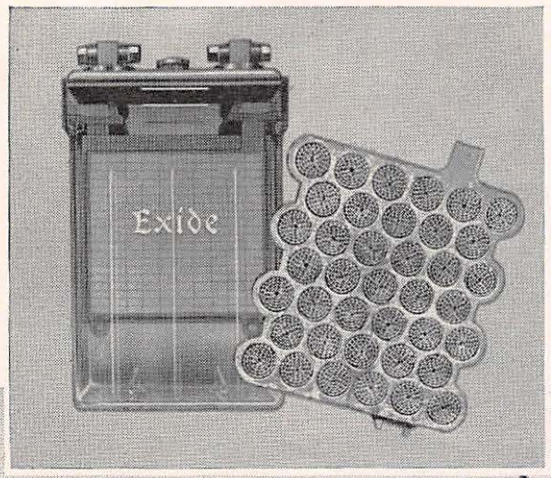

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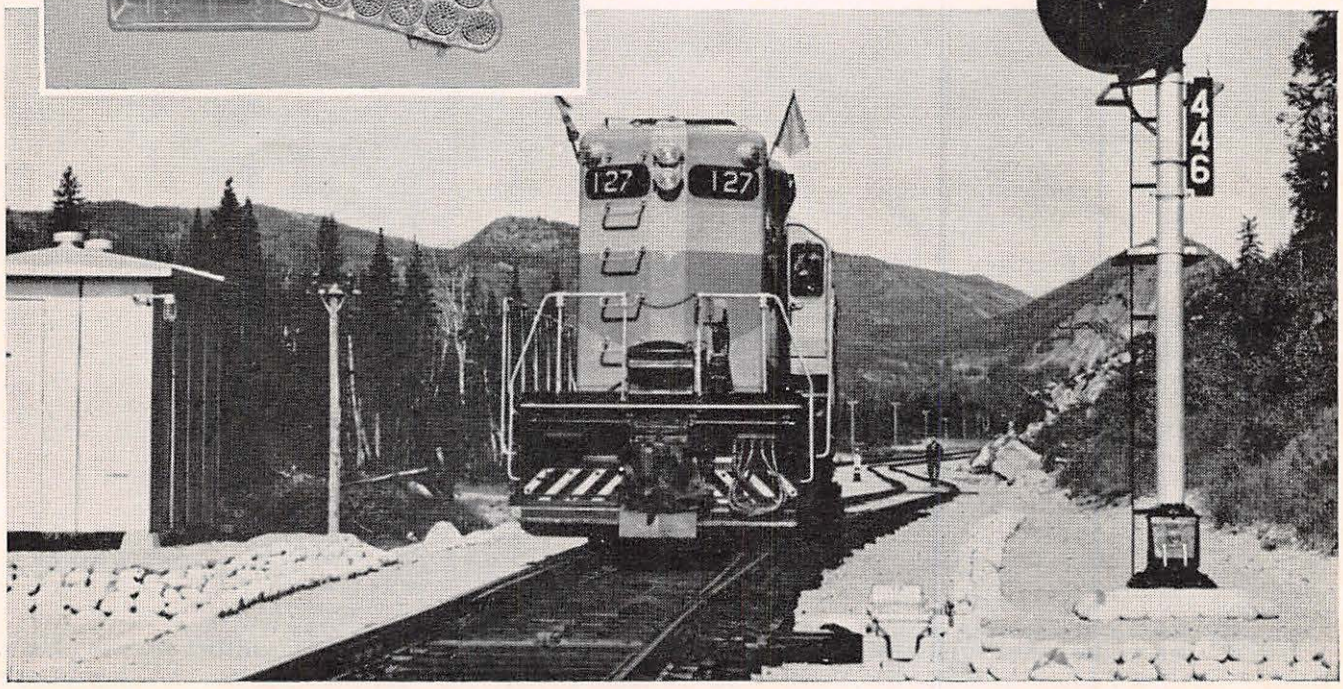

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OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

Paul T. Drummond, Editor and Manager
2247 Lawrence Ave., Chicago 25, Ill.

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On Our Cover: Brother Eric Thies, veteran member of Local 143, relocates wire on relay rack in Forest Park, Illinois signal tower. This is a job Eric does quite often these days as the B&OCT relocates tracks and signal facilities to make way for an extension of Chicago's Congress Street Expressway.

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These gates guard temporary crossing. When job is completed expressway will be located on lower level and rails elevated.

Here's where rail tracks will cross over expressway when project is completed. At other points rail tracks will parallel highway.

On Our Cover

B&OCT Makes Way for an Expressway

A PROBLEM FACING MANY railroads in heavily populated areas of the United States and Canada is being met head-on by the Baltimore & Ohio Chicago Terminal Railroad, on Chicago's west side. The problem is to make way for expressways and at the same time keep rail and motor traffic flowing at a normal pace.

The B&OCT's immediate problem is to make way for the Congress Street expressway extension, a limited access traffic artery leading from the heart of Chicago to its western suburbs.

The route chosen for the expressway utilizes some of the railroad's right-of-way, making it necessary to relocate tracks and signal facilities as the construction progresses. Members of Local 143 are handling the relocation of signal facilities which include crossing gates, flashers, signals, and associated appurtenances.

Complicating the situation is the fact that temporary streets must be routed across rail tracks. As each step of the construction is completed, the streets and crossing protective devices are relocated to make way for the next step. At one point gates and flashers have been relocated four times.

When the project is completed, rail traffic will cross the expressway by a new bridge, and all gates and flashers will be abandoned. Also involved in the construction project is the Chicago & Great Western Railroad, the Soo Line, and the Chicago Transit Authority.

As a result of the relocation of the railroad, a new tower has been completed at Forest Park, Ill. It now houses a temporary interlocking machine to handle traffic during the construction period. When the project is completed a permanent machine will be located at Forest Park to handle traffic.

Serves Heavy Industry

The railroads in this area service many heavy industries located nearby. This poses a special problem to the carriers who must continue service during the construction period. As a result, spur tracks must be disconnected and relocated at the point where they meet the main line.

Another problem encountered by the construction forces is caveins. At many points along the rail right-of-way the expressway will be much lower than the railroad. This involves digging a tremendous cut along the rail tracks.

These are only a few of the problems faced by railroads that are more and more being required to relocate facilities to make way for super highways in metropolitan areas. No doubt, as cities grow and the number of automobiles increase this problem will also continue to grow.

Changing signal circuits in the field is an endless job during construction. Brothers John Prinz (left) and John Porter study change.

Federal Employer's Liability Act

You Cannot Be Forced to Do Work for Which You Are Unfitted

A 42 YEAR OLD TRACKMAN was operated on for a hernia. After the operation, his doctor indicated that he was able to do only *light* work. Ignoring the doctor's instructions, as transmitted by the employe, the railroad ordered the employe to do *heavy* work. As a result, the employe developed another hernia with serious consequences. He sued the railroad for the latter hernia.

The court held that the railroad could properly be found guilty of negligence where it could be shown that it knowingly assigned a sick employe to work for which he was unfitted. The court properly recognized that in many instances an employe will do work for which he is not physically suited in order to retain his employment. Under such circumstances, however, the railroad is responsible for the consequences.

In dermatitis cases, it is sometimes difficult to determine when the statute of limitations has run out. The safest rule to follow is to assume that the right to sue expires three years after the condition is discovered. But this is not always the case.

In a recent decision, it was held that an employe who had contracted dermatitis in 1949, had three years—from 1954 when the condition became disabling—within which to file a lawsuit.

Signing Release Without Full Knowledge of the Injury

A machinist was injured when a piston assembly weighing about 305 pounds fell on him. He was taken to the hospital with cuts and bruises on the back, knee and ankle. X-rays were negative and he returned to work the next day. He settled his claim for $15, signing a release. The employe continued to have pain and it later appeared that he had a disc injury and bursitis of the knee. Apparently, neither the employe nor the railroad was aware of the serious nature of the injury at the time the settlement was made.

In a lawsuit filed by the machinist the court set aside the release, saying that where it is made in the belief that there were only minor injuries, the release is not binding when serious harm becomes apparent at a later date.

(A word of caution: Releases are not easy to set aside. You are much better off never to settle a claim until you have full knowledge of the extent of your injuries.)

Reporting an Accident

An employe's case was prejudiced recently because he failed to report an accident for a number of weeks after it happened. He thought his injury was too slight to report. It later developed into a serious condition. There were no witnesses. The railroad argued that no accident occurred, for had there been an accident the employe would have reported it.

This example stresses the importance of reporting accidents promptly. However, it is *not* the law that the railroad isn't liable unless the accident is reported.

US&S Vice President to Speak at Instrument Society-Automation Conference

A PAPER ENTITLED, "Instrumentation and Economics of Automatic Freight Car Classification will be delivered by George W. Baughman, vice president, Union Switch & Signal — Division of Westinghouse Air Brake Company, at the 14th Annual Instrument - Automation Conference and Exhibit of the Instrument Society of America.

Mr. Baughman

The conference and exhibit will be held in Chicago, September 21-25. Mr. Baughman will deliver his paper at a panel session on "Economic Justification for Instrumentation" in the Palmer House, starting at 2 p.m. Thursday, September 24. This session, as the title suggests, is intended to help management interpret developments in instrumentation which may be helpful to it in such aspects as reduction of operating costs.

More than 180 papers are to be delivered at more than 50 technical sessions now scheduled for this year's ISA Conference and Exhibit.

What is widely recognized as the world's greatest annual exhibit of instrumentation-automation equipment will be staged in Chicago's international amphitheatre.

Exhibit to Feature Latest in Instrumentation Equipment

The latest in instrumentation equipment will be displayed at the exhibit by about 350 organizations. Most of these will be industrial concerns manufacturing or using instrumentation. Agencies of the United States Government will be prominently represented. Equipment exhibited will range from relatively simple gauges and industrial measuring devices to electronic computers and other highly complex equipment employed in industry automation, or in the design and operation of space vehicles and guided missiles, or in research in nuclear energy, medicine and many other fields of science.

The Instrument Society of America is the only organization in the world dedicated exclusively to the advancement and dissemination of knowledge in all the sciences and technologies related to instrumentation. Scientists, engineers, and technicians representing an almost infinite variety of training, skills and experience make up the membership of the ISA, according to US&S. Today, ISA has more than 11,000 members in 96 Sections, located in highly industrialized areas and around centers of aircraft, electronic and specialized industries.

Life Insurance Facts in Brief

Insured American families now have an average of $11,000 in life insurance protection. There are about 112 million owners of life insurance in this country.

* * *

Close to $3 billion in life insurance death benefits were paid to American families in 1958.

* * *

Wage earners and their families purchased more individual life insurance protection in 1958 than in any other year, a total of about $54 billion.

* * *

Close to 1,400 American life insurance companies will be serving close to 115 million policyholders by the end of 1959.

* * *

A recent survey showed that about six out of seven American families have some form of life insurance protection.

Railroad Labor Tells Senate Subcommittee That Track Motorcar Law is Needed to Halt Slaughter

HEARINGS WERE HELD IN Washington, D.C. July 23 by the Senate Surface Transportation Subcommittee on legislation designed to safeguard the movements of track motorcars. The Subcommittee heard four spokesmen representing the Standard Railroad Labor Organizations strongly defend the measure.

Our Brotherhood has long advocated that such legislation is necessary to curb the needless slaughter and maiming of rail workers who are required to use the track cars in performing their work.

Hearings on the measure identified as S-1425 were conducted by a subcommittee of the Senate Interstate and Foreign Commerce Committee. The bill was introduced by the chairman of this committee, Senator Warren G. Magnuson (Dem.-Wash.). The subcommittee is headed up by Senator George A. Smathers (Dem.-Fla.).

Urging enactment of the bill were Harold Heiss, special counsel for the Railway Labor Executives' Association; Harold C. Crotty, president of the Maintenance-of-Way Employes; Joseph B. Springer, president of the American Train Dispatchers Association; and Jesse Clark, president of our Brotherhood.

The proposed legislation would amend the Interstate Commerce Act to give the Interstate Commerce Commission authority to require carriers to adopt rules and regulations which would provide adequate protection for the operation of track motorcars and other self propelled equipment. Under present law the ICC may recommend that such protection be placed in effect, but the Commission has no authority to enforce its recommendations.

The ICC is supporting the legislation.

Charging that there has been "an unconscionable slaughter" of railroad workers using track motorcars and other self propelled equipment, Harold Heiss, RLEA general counsel, told the committee that accidents involving track motorcars "should be and can be avoided."

Shown just before they took the stand to testify in favor of new legislation to curb track motorcar accidents are, from left to right: Jesse Clark, president of our Brotherhood; H. E. Benson, national legislative representative, Brotherhood of Maintenance-of-Way Employes, who delivered prepared testimony for MofW President Harold Crotty; Joseph Springer, president, American Train Dispatchers Association; and Harold Heiss, counsel for the RLEA.

"The railroads themselves have failed to cope with a shocking accident record by failing to surround track motorcar operations with adequate protective conditions," Heiss continued. "Passage of this bill is necessary to guarantee that the railroads establish such conditions."

In his prepared statement to the committee, President Clark pointed out that present methods used by the carriers, insofar as rules, regulations, and practices covering the operation of track motorcars are concerned, are "far from adequate to insure safety of railroad operation."

As this is written, the carrier representatives have not appeared before the committee, but it is anticipated that they will use their old argument that the legislation is a "make work" proposition.

Senator Smathers questioned President Clark closely on this point. Also, he wanted to know specifically if the passage of this bill would involve any featherbedding practices by rail employes. Clark first pointed out that he did not believe there is any featherbedding in the railroad industry by its employes. Secondly, he branded the previous charges that the measure is a "make work" proposition as "preposterous and unfounded."

Clark drew heavily on his own experience as a signalman who operated a track motorcar for many years to explain the duties of signalmen and exactly what is involved in the operation of a track motorcar. These employes, he explained, "are required to keep in almost constant touch with trains and their movements on the main line of the carriers. They are required by the carriers to operate and ride on track motorcars in getting over the line of road to perform the carriers' service.

"In the handling of motorcars it is necessary for them to keep constantly alert to protect their own lives and to avoid being struck by trains. Collisions of trains and track motorcars not only kill or injure the occupants of the motorcar," Clark pointed out, "they cause actual train wrecks resulting in injury or death of railroad work-

ers and travelers on trains; also, they often result in great property damage and delay to commerce.

"The carriers are fully aware of these accidents," President Clark said, "but few of them have taken necessary action to prevent them."

President Clark cited several instances where carrier rules and instructions governing the operation of track motorcars are full of "weasel" words and phrases, purposely designed to place the blame for accidents involving track motorcars on the employe and relieve the carrier from any responsibility. This type rule is in effect on virtually all railroads, Clark said.

"All we are asking in the proposed legislation is for the carriers to adopt and place in effect adequate rules and regulations to insure safe operation for the use of track motorcars to guarantee safety of the employes and for the protection of the public interest.

Safety Is Our Aim

"We are not endeavoring to dictate the policy of the carriers," Clark continued, "but to guarantee that safe operating rules are continued in effect, we hold that each carrier must, within 90 days from date of approval of this act, file its rules and regulations with the Interstate Commerce Commission.

"We further insist that such rules and regulations must be adequate and fully observed at all times and that no changes be made therein until a copy of such proposed changes has been filed with and approved by the Commission."

In his prepared statement read to the subcommittee, President Clark listed numerous track motorcar accidents which have occurred since 1945, and which have resulted in the death of one or more signal department employes. The accidents which he reported had been investigated by the ICC.

Three of the early accidents which he discussed were caused, according to the ICC, "by failure (of the carrier) to provide adequate protection for the movement of a track motorcar."

The ICC in each of the three accident investigation reports recommended that the carrier involved "provide adequate protection for the movement of a track motorcar.

"Since, however, the Interstate Commerce Commission is without authority to order the carriers to provide adequate safeguards, its recommendations were ignored."

Here President Clark answers one of the many questions asked by members of the subcommittee on the proposed legislation.

President Clark cited many recent accidents involving track motorcars in which signalmen were killed to show that the Commission's recommendations were ignored by the carriers.

"In the ten years since 1948 there have been 97 persons killed and 190 persons injured in track motorcar accidents," he said. These statistics were taken from the ICC report of an accident which occurred Dec. 15, 1958.

"So you see," Clark continued, "our records indicate that these conditions have existed for many years and scarcely any effort has been made to correct the condition."

ICC Abandons Recommendations

He observed that "even the Commission has abandoned its recommendations for corrective action (in the last few years) and now merely states the cause of the accident. Proper direction of the carrier's traffic will prevent collisions between track motorcars and trains." Clark added: "Track motorcars should be operated as if they were trains, in order to promote safety of railroad operations and to protect the public, the employes, and the property of the railroads."

To illustrate that proper protective rules are feasible for the movement of track motorcars, President Clark told the subcommittee of some carrier rules which are now in effect, and which "I feel do a good job of avoiding accidents." The Pennsylvania Railroad (one of the nation's largest) has adopted proper protective rules, Clark stated, adding: "By following these rules accidents between track motorcars and trains are reduced to a minimum. To our knowledge, where this method of operation has been fully complied with, no accidents have occurred or been reported since its inception.

"The nation's carriers," he said, "are constantly appearing before regulatory agencies requesting increased rates for their services and complaining that they are not receiving a sufficient return on their investment.

Charge Carriers Waste Money

"At the same time they are *wasting* thousands of dollars by neglecting to provide adequate safeguards for the protection of their employes and equipment. Moreover, hundreds of thousands of dollars are paid out by the carriers in damage suits and payment for deaths and injuries to their employes.

"Then when an employe does file suit in the civil courts to recover a decent settlement for an accident, the carriers always plead that the accident was caused through the employe's own negligence.

"As pointed out above, the carriers' own rules are impractical and cannot be complied with by the employes while in the performance of the services required of them. Furthermore, the *rules* are *designed* to make the employes *responsible in event of accidents* and to *relieve the carriers of responsibility*.

"Gentlemen, we are not here asking for larger money awards or more lucrative lawsuits in behalf of the employes," Clark emphasized; "we are all railroad men and fully realize that the carriers, our employers, must continue in service and receive a fair return on their investments. We want them to stay in business in order that they may, in addition to rendering the service to the public expected of them, provide employment to our membership.

"We do feel, however, that the employe must be provided with a safe place to work and that adequate protection must be afforded them when being transported from point to point in the performance of their daily tasks.

"To continue the short-sighted policy of some of the carrier officials in not providing these safeguards is simply placing a greater financial burden on the railroads and imposing further hazards on the employe," Clark concluded.

Crotty Speaks for MofW

Members of the Brotherhood of Maintenance-of-Way Employes, who have been hard hit by track motorcar accidents over the years, were ably represented by their president, Harold C. Crotty.

Crotty told the subcommittee that "the inadequate protection given to the movements of track motorcars on most railroads constitutes a direct hazard to the life and limb of railroad workers who must travel on these cars in the course of their work." He added: "Despite repeated requests of the employes, the railroads have failed to provide the safeguards voluntarily and, therefore, the authority to correct this unsafe condition through the necessary controls must be vested in the Interstate Commerce Commission."

Rail Work Dangerous

Crotty pointed out to the subcommittee that "railroad work is hazardous, even under ideal conditions. This is particularly true when employes must, in the course of their work, travel on vehicles which mingle with freight and passenger trains.

"Certainly every possible safeguard should be provided for workers engaged in this dangerous employment."

Crotty told the subcommittee that repeated efforts to get legislation enacted to set up safe standards for the operation of track motorcars have failed. "Perhaps," he continued, "this was because the railroads led the committee to believe then—as they will no doubt try to do again—that they could and would control this highly unsafe condition without the need of a federal law."

He told the subcommittee that after hearings on the 1949 bill, which was similar to the present measure, were begun, spokesmen for the carriers approached the Brotherhood representatives and *assured them* that if they would not push the legislation the carriers would create a committee to study and revise rules covering track motorcar operations.

The Association of American Railroads did set up such a committee. The committee drew up for the carriers certain rules for the operation of motorcars, with the recommendation they be adopted.

"Unfortunately," Crotty said, "most of the carriers ignored these recommendations, as they have ignored suggestions made by the ICC in its reports in many accidents."

Crotty then explained some of the hazards encountered by track motorcar operators to the subcommittee. "Except for the very lightest types, these cars are not easily removed from the tracks. When there is an advance warning of an impending collision, the men frequently risk their lives in staying with the motorcars in an effort to get them off the track. Sometimes the train is upon the motorcar before it is seen," he continued. "Men caught in a trap of this kind must leap for their lives—often down the side of deep fills or other dangerous conditions. Sometimes there is *no place* for them to jump, such as when the motorcar collides head-on with a train in a tunnel."

Crotty also pointed out to the subcommittee that unsafe practices used in most motorcar operations is a definite hazard to train crews who have no knowledge of the movement of the motorcars.

"The unauthentic so-called 'motorcar line-up' is one of the most serious abuses of safety practices that the operator of the motorcar is required to follow.

"It may be the feeling of some carriers that it is cheaper to replace a few smashed motorcars than it is to observe safe rules for motorcar operations. The destruction of property certainly is not the only consideration when a collision occurs between a motorcar and a train. The safety of many persons is in jeopardy, Crotty said, adding:

"The perpetuation of unsafe practices so that more work can be performed is no substitute for the safeguarding of human life."

Springer Testifies for Train Dispatchers

Joseph B. Springer, president of the American Train Dispatchers Association, told the subcommittee that his organization was supporting the proposed legislation because train dispatchers "are almost always involved in these accidents by reason of their responsibility for the movement of trains and motorcars." He stated further that the people he represents "frequently are held by the carriers' officers to have been responsible for the accidents."

Springer pointed out that trains operate "with positive orders with respect to where they shall meet, pass, or wait for other trains, but the same positive control is not placed in the hands of the dispatchers with respect to the movement of motorcars.

"Imposition of the responsibility for safe movement of motorcars becomes distressing to the dispatcher," Springer said, "when at the same time the carrier does not provide adequate safeguards and facilities to insure such safety."

The RLEA spokesmen submitted documented cases from ICC files on motorcar accidents, in which the Commission found that adequate safety precautions had not been taken. In these accidents the Commission recommended action by the railroads to eliminate the hazards. The Commission is now empowered to *make* such recommendations but cannot *enforce* them, they pointed out.

From 1940 to 1956, inclusive, a total of 340 employes were killed and 12,245 were injured as a result of track motorcar accidents. During the year 1956 alone, 14 persons were killed and 326 were injured. A change in reporting rules by the ICC does not make such information available for later years.

Pres. Clark Endorses United Community Campaigns

IN A LETTER ADDRESSED to Richard R. Dupree, national chairman of the United Community Campaigns of America, President Jesse Clark officially endorsed the charitable group's coming campaign on behalf of our Brotherhood.

Clark pointed out that United Funds and Community Chests across the nation have proven time and again their effectiveness in raising funds to safeguard the health and welfare of the American people.

"Through the dynamic work of labor's own community service program, the union member has come to know firsthand the benefits that accrue to labor when the total community is helped," he said, adding: "Supporting united community campaigns is one additional way in which labor is evidencing its belief that 'the union member is first and foremost a citizen of his community.' "

President Clark has called on all the members, affiliates, and Locals of our Brotherhood to continue to support the appeals in their communities. "This is essential, so that the human needs of the handicapped youngster, the troubled family, the dependent child, and others in distress may continue to be aided by these worthy organizations."

Rail Labor Asks Congress to Tighten Law on Reporting Railroad Accidents

Interstate Commerce Commission Rules Fail to Provide Clear Picture, Labor Says

CHARGING THE RAILROADS with a "shameful" record of soaring accidents to railroad workers while rail employment is declining, a spokesman for the 23 Standard Railway Labor Organizations recently called on Congress to tighten the Accident Reports Act as proposed in a pending bill, S-1964. The measure is sponsored by Senator Warren G. Magnuson (Dem.-Wash.).

The charge was made in a statement prepared for submission to the Senate Surface Transportation Subcommittee by Harry See, chairman of the Committee on Safety of the Railway Labor Executives' Association. In the statement See said that the Interstate Commerce Commission "has placed a very restrictive interpretation" on the Accident Reports Act which permits railroads to escape reporting many injuries to their employes.

He termed the proposed amendments in the pending bill "very necessary and desirable" in order "to correct the interpretation now being put upon the law, to eliminate the basis for some of the excuses the carriers now use for not reporting accidents, and to require the reporting of all accidents sustained by railroad employes in the course of their employment.

"We are firmly convinced that it was the intent of the law when enacted by Congress," he continued, "but it has not been so interpreted by the ICC or the railroads."

Many Accidents Not Reported

See said that under present Commission rules "a peculiar condition exists. An injury sustained when an employe is on duty is not a reportable accident unless the injured worker is off duty and unable to perform his assignment for more than 72 hours. Yet if this same employe was traveling from point to point on a passenger train under company instructions, and he was being paid for such service and was injured, it would be a reportable injury after 24 hours."

The 72-hour provision in the Commission's rules, See pointed out, is not in the law, and "it certainly has no place in the rules for reporting accidents in the railroad industry." He cited specific examples of accidents in which railroad management ordered the injured workers to report back to work within the 72-hour period, even though they could *not* perform their regular duties because of their injuries. In these cases, the carriers failed to report the accidents. One injury cited was so severe surgery was required to remove part of the cartilage from the knee, yet no accident report ever was made.

See said the Commission's records "show many instances where employes were instructed to return to duty before the expiration of the 72 hours, and told they would not have any work to do but could just ride over the road on the train and someone else would be assigned to do their regular work."

Declaring that "many" railroads have "deliberately" failed to report accidents, See said that so far this year four carriers have been fined on 60 counts for failure to comply with the Commission's rules to properly report accidents. In 1958 nine carriers paid fines upon conviction on 382 indictments for this same breach of the rules. "These fines," he stressed, "represent only a small percentage of the actual violations, because they are paid only when the carrier is caught and convicted. The present staff of the ICC is totally inadequate to do a proper policing job."

The RLEA Safety Chairman pointed out that tightening the rules as proposed by the pending legislation would not impose a hardship on the railroads. Every accident that occurs on a railroad is reported to the proper supervisory officer, whether or not the accident is later reported to the ICC, See said.

Report Forms Changed

See said that accident report forms used by the Commission were changed a few years ago and now do not even show the name of the rail worker killed or injured, or the location of the accident. Investigations of accidents by railroad labor, he continued, "found that the carriers either were not giving the actual cause of the accidents or were not telling all the facts.

"We believe that the law should be changed to require that all the facts be given to the Commission, as well as the name of the injured person and the exact location. A copy of the report should be furnished the injured employe, or, in the case of death, to the next-of-kin. If the injured employe receives a copy of the report the carrier will be more likely to tell the truth about how the accident occurred."

See said that because present ICC reporting rules are "specious" and "full of holes," it is impossible to demonstrate completely and accurately "the upswing in fatalities and injuries in railroad accidents.

"As representatives of the employes who work on the railroads—the men who are killed and injured—we must insist that these accidents all be reported to the Commission completely and in detail," he emphasized. "We feel the only way to prevent accidents is to find out the cause of them, and then do something constructive about it.

Deaths and Injuries Soar

See quoted ICC figures which, he said, "we do not accept as being final or accurate," which show that injuries and deaths to rail workers are *increasing* as employment is *decreasing*. For example, in the first four months of 1959, 66 rail workers were killed and 4,482 were injured. Employment on the railroads for that period averaged 813,246. In the same 1957 period the average number of rail workers was 990,396, and 53 employes were killed and 3,644 were injured.

See told the Committee that "more than three years ago the Railway Labor Executives' Association proposed to the Association of American Railroads that a joint national safety committee be set up, composed of representatives of the carriers and rail labor organizations. It is understood that some railroads agreed to this proposal, but others refused; as of now, we are no nearer to a joint national safety committee in the railroad industry than we were when it was proposed."

By SIDNEY MARGOLIUS, for The Signalman's Journal

AMERICAN FAMILIES are riding their cars harder and longer. Today the average car is 12½ years old and has gone 110,000 miles before it's scrapped, says the Automobile Manufacturers Association. In 1925, the average vehicle hit the scrap heap when it was only 6½ years old with just under 26,000 miles on the speedometer.

That's testimony to (1) the fact that modern cars actually do last longer, and (2) they've gone up so much in price—42 percent since 1951—that as far as many families are concerned, they'd better last longer.

There's no doubt that people are spending heavy money on keeping their cars in operating condition. One authority says the average owner now spends $587 a year on car and repairs. This sounds very high, but parts especially have become expensive. A repair specialist reports that parts now cost about three times more than ten years ago. Even ordinary ignition points which used to cost 65 cents a set now cost $1.65, he says.

One way car owners hold on to their vehicles is by replacing motors and transmissions with rebuilts. The idea of trading a motor instead of the whole car, if the body and chassis are in good condition, is logical enough. But the incidence of misleading advertising in this business makes it advisable to shop with care and knowledge.

Many Firms Misquote Prices

There are many reputable motor and transmission exchange shops performing a valuable service but a few cause continual complaints, the St. Louis Better Business Bureau reports. Among the complaints are misleading ads, misquoted prices, keeping cars longer after promising one-day service, and "10,000-mile guarantees" with no mention of the time limit.

In Atlanta, one rebuilding shop even was indicted by the Grand Jury, and the BBB there reports persistent complaints against a number of firms. One widespread practice has been to advertise prices as low as $119.50 for rebuilts. But customers have complained that additional unauthorized work often is done and the bills in reality may run over $250.

If you do get into this kind of situation, and your local BBB can't force the shop to make an adjustment, your only remedy is to have a lawyer file a civil action, or make a complaint to your city's district attorney or county Grand Jury.

Preventive care at the right time can lengthen the life of your motor and save large repair and rebuilding costs later. One authority lists four danger zones when an engine gives tell-tale clues. If you know these you can provide the care required at that point:

First Danger Zone. *Symptom:* Your engine seems to be losing pep. *Remedy:* See if a major tune-up will revive it before you try costlier remedies. The tune-up includes cleaning, adjusting and re-timing ignition; cleaning and adjusting carburetor; and possibly valve repairs.

Second Danger Zone. *Symptom:* Engine begins to smoke, and you are using noticeably more [illegible]. *Remedy:* Have the compression tested. At this time you may be able to save your engine with comparatively minor repairs, including replacement of piston rings, alignment and adjustment of rods, reseating and refacing valves, plus a tune-up.

"Did youse advertise fer someone skilled in boxing?"

Third Danger Zone. *Symptom:* Engine pumps oil badly, you need to add oil frequently with no sign it's merely leaking out. *Remedy:* you now may require major repairs, including new piston rings and pins, adjustment of rods, valve repairs, and quite possibly, replacement of main bearings and rod bearings. These repairs are costly but can give you thousands of additional miles of engine life.

Fourth Danger Zone. *Symptom:* Your engine has little power left, is noisy, refuses to idle evenly and shows other signs of destructive wear. Now it may need to be rebuilt at a cost of possibly $125-$200, depending on your model, the condition of the engine and local rates.

Whether the engine is worth rebuilding depends primarily on whether the cylinder wall must be rebored. The other alternative is to exchange your engine for a factory-rebuilt replacement, which may not cost much more than rebuilding. But you need first to ascertain whether the body and other components are in good enough condition to warrant replacing the engine.

A good rebuilt six-cylinder engine costs in the neighborhood of $250-$350, including installation and the credit for your old engine. Some shops do a cheaper job using lower-grade rebuilts. These often do not include cylinder heads, oil pans or installation gaskets, but should include rebuilt oil pumps. Nor do the cheaper rebuilts have as many new or reconditioned parts as the better grade. Make sure the replacement engine is actually re-manufactured and not just an overhaul.

Many costly repairs and replacements can be avoided if car owners practice careful maintenance, especially changing oil frequently enough. Motorists who drive constantly in heavy traffic may have to change as often as 500-1000 miles, especially in the winter months. For a car in fairly good condition, it's worth buying at least the middle-price grade of oil, called "MM" grade, which has detergents and chemicals added to help keep the engine clean.

Brotherhood Aids Members on Many Fronts

DO YOU WANT LONGER PAID VACATIONS, more holidays with pay? If you do, the best way to assure these goals is to support *your* Brotherhood of Railroad Signalmen. At the present time, your union, in cooperation with other "non-operating" railroad labor organizations, is progressing a national move for maximum paid vacations of four weeks and two additional paid holidays (for a total of nine).

Of course, if the railroads grant these improvements without further ado, nothing more will need to be done. But most of you have had experience with railroad management and you know that better wages and working conditions aren't yours for the asking. You have to fight through your Brotherhood for everything you get.

A headquarters will soon be established by the committee that is progressing the vacation-holiday movement. President Jesse Clark is a member of that committee and will represent your interest during the negotiations. The committee will hire legal counsel and economic consultants—the best available—to assure an airtight case. Much will be published in support of your demands. And you can rest assured that your Brotherhood will "bring home the bacon" in this movement, as in past movements.

Have a Grievance?

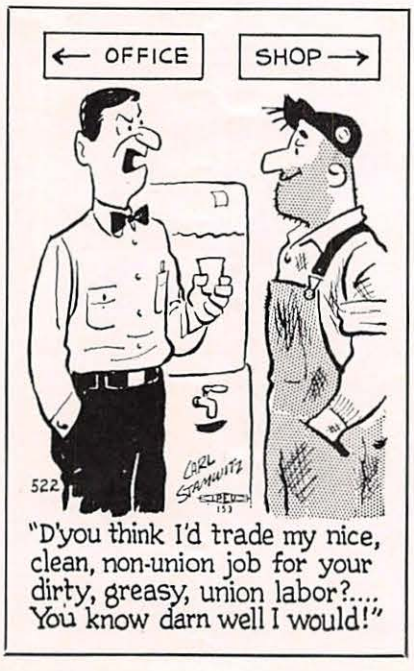
Do you have a grievance? Do you think the management has violated your pay, seniority or other rights guaranteed you under the agreement your Brotherhood has with your employer? If so, your local chairman stands ready to assist you. Maybe he'll settle it; if he does you are in luck. And if he doesn't you'll still be lucky. Because your Brotherhood will take your grievance through each step of the grievance procedure established by your Brotherhood agreement. If necessary, this will include the railroad workers "supreme court"—the National Railroad Adjustment Board. That's a government agency established under the amended Railway Labor Act in 1934 at the request of your Brotherhood and other Standard Railway Labor Organizations.

Vice President Gerald Orndorff is a member of the Third Division of the Adjustment Board, representing your interest in the settlement of grievances. And at every step in the grievance procedure your Brotherhood will be at your side. For example, three Grand Lodge men—Vice President E. J. Burman and Grand Lodge Representatives C. J. Chamberlain and M. B. Frye—spend much of their time at Grand Lodge headquarters aiding in the preparation of grievance cases. They assist Brotherhood vice presidents in the field, your general chairman, and other system committee officers who are working in your behalf to make final disposition of your grievance.

All this is designed to protect rights which are yours under your Brotherhood agreement. It has restored rights denied by the carriers to the men represented by your Brotherhood. It has also gained hundreds of thousands of dollars in back pay which rightfully belonged to the employes but which the carriers refused to pay. Other rights restored by this procedure have meant more to Brotherhood members than money. Employes wrongfully dismissed by the carriers have been restored to their jobs without loss of seniority.

Promotes Safety

Is your job needlessly hazardous? If so, here, too, your Brotherhood will stand you in good stead, for your Brotherhood is constantly promoting safety for its members and the traveling and shipping public. For example, the Signal Inspection Act was fathered by your Brotherhood. It insists, at every opportunity, that the rules and regulations of that Act be observed. Another example is the track motorcar bill which your Brotherhood is supporting in Congress. This bill is designed to safeguard Brotherhood members by amending the Interstate Commerce Act so that the ICC will be empowered to regulate the use of track motorcars. Track motorcar legislation has already been enacted in many states as a result of Brotherhood action.



"D'you think I'd trade my nice, clean, non-union job for your dirty, greasy, union labor?.... You know darn well I would!"

Aids Injured

Have you been injured while working? Your Brotherhood will seek to correct the cause of the accident. Then they will do all in their power to see that you receive everything you have coming under the Federal Employers' Liability Act, first through advice based on their own experience in handling compensation cases, and then, if necessary, through trustworthy legal aid under a system developed for your protection by your Brotherhood.

Do you have a retirement problem? Your Brotherhood stands ready to advise you as to how you can best handle your particular problem. The Railroad Retirement Act was enacted as a result of union action and has been improved over the years as a result of this action.

Aid is also available to unemployed members. They are beneficiaries under the Railroad Unemployment Insurance Act which became law through action of your Organization and other rail unions. The Brotherhood also stands ready to assist sick members. These employes, too, receive compensation as a result of successful union action on the legislative front.

Of over-all importance is the negotiation and application of agreements between the carriers and the Brotherhood. Here your union not only helps the members by progressing national movements for wage and working condition benefits; it also assists in the preparation and serving of individual no-

tices served by your system committee.

In all these activities, your Brotherhood needs and receives the solid support of all other rail unions and of the general labor movement.

Closest to your Brotherhood as it seeks to improve your working conditions through legislative and economic action is the Railway Labor Executives' Association. Your Brotherhood is affiliated with the RLEA and President Clark is chairman of its standing committee on Adjustment Board awards. This committee provides unity of action essential to enforcement of awards the carriers refuse to put into effect. President Clark is also chairman of the RLEA's Sub-Committee on Safety and a member of several other committees. To carry on its activities on the legislative and economic fronts, the RLEA has a staff of legal, economic and other experts. All this is at the service of your Brotherhood at all times.

The support of all labor is assured through your Brotherhood's affiliation with the American Federation of Labor-Congress of Industrial Organizations. It supplements the RLEA and your Brotherhood with whatever support is needed to achieve success.

Action on agreements embodying greater protection in safety, health, sanitation, and hiring practices and in case of accident is being progressed nationally by your Brotherhood in conjunction with other rail unions. Here, too, your Organization will utilize experts on law and economics.

Of assistance to all Brotherhood activities is your official publication, The Signalman's Journal. It keeps members informed on all union matters of interest to them.

Your Brotherhood represents the best investment at present and in the future that you can make. You are the Brotherhood and it's your support that makes the Brotherhood. Therefore, an investment in the Brotherhood is an investment in yourself.

The taproot of the success of your investment is money. To protect and advance your investment in the future, to hold on to your gains, and to attain future goals, your Brotherhood—your investment—needs more money. It is therefore seeking a modest increase in the per capita tax to Grand Lodge. President Clark asks the support of all members for the per capita tax increase that Grand Lodge is proposing.

Man's World?

Maine Central Railroad's Director of Personnel—Mrs. Kathryn C. McMulkin—is highly respected because of her spirit of fairness.

Senator Margaret Chase Smith has served the people of The Pine Tree State for nearly 20 years in the Congress of the United States.

MOST OF OUR BUSINESS of negotiating Agreements and discussing grievances is done with the male sex and rarely do we find a woman on the "other side of the table."

Vice President Carl K. Fields and General Chairman A. H. Spinney attest to the fact that there is an atmosphere of charm and graciousness at the negotiating table on the Maine Central. We are not positive, but we are inclined to feel that Mrs. Kathryn McMulkin may be the only "schedule buster" in the industry. It should be added, however, that the reference to her as a "schedule buster" is used in the kindest sense and does not reflect upon her spirit of fairness.

Brother Spinney, together with a majority of the Maine Central employes, have high respect for "Kathryn," as she is affectionately called, because of her deep interest in the welfare of Maine Central employes and her willingness to listen to their problems. It is common on this property, when a problem arises involving employe relations, grievances or application of the Agreement, for the question to be asked, either by a "boss" or an employe, "Have you talked to Kathryn about this?" This is illustrative of the high esteem she enjoys and which is shared by all who know her.

While we are speaking of ladies in this section of the country we should not overlook another Maine lady who holds a somewhat unusual distinction in this "Man's World." She is Senator Margaret Chase Smith from Skowhegan, Maine. All of the adjectives connoting charm, graciousness, friendliness and firmness of conviction apply to Senator Smith. She has served the people of the Pine Tree State for nearly 20 years and they have returned her to Congress six times (four as a Representative and two as a Senator), which proves that she, too, is held in high esteem by all who know her.

She is a friend of the "railroader" and many of our signalmen, including General Chairman A. H. Spinney, and Brother George Curtis, our State Legislative Representative in Maine, are personal friends of the Senator and wholeheartedly endorse her. It seems quite certain that she will be returned to office as long as she chooses to run. We salute her and add our best wishes in all her endeavors.

(Editor's Note: Newspaper articles in Maine currently are publishing reports that the Maine Central and the Bangor & Aroostock railroads will make application to the Maine Public Utility Commission to discontinue all passenger service after Sept. 12, 1959. If the announcements of Maine's two largest railroads become effective, neither Senator Smith nor Mrs. McMulkin will be able to travel on a passenger train in their state.)

YOUR WASHINGTON Reporter

By ALBERT H. JENKINS

PERHAPS NEVER BEFORE in history has the President's constitutional veto power loomed so large as now. It largely explains what has happened so far in the present session of Congress, and what seems likely to happen in the rest of the session.

In particular, it is recognized as a main reason why the liberal Democrat sweep in last year's elections to the Senate and House is not producing the results expected. It was predicted that the new Congress would enact a broad progressive program which would require more government spending, but that's not the way things have shaped up.

On the contrary, Congress so far has been appropriating a little less money than President Eisenhower asked for in his "balanced" budget, and the bills enacted have been marked by "moderation."

Administration Embarrassed

This has been embarrassing to Ike, who had constantly been calling the Democrats "spenders" and "budget busters." But it also has been embarrassing to liberal Democrats, who feel frustrated.

They know that almost any legislation which deserves the label "liberal" would face a practically certain Presidential veto. But, they say, let's pass such legislation, get the credit for it, and let "Ike" take the responsibility for killing it.

That view, however, is not supported by the top Democrat leaders or the majority of Democratic members of the Senate and House. Up to now, they have maintained that it is better for the country if Congress passes legislation which goes as far as possible without risking almost certain vetoes. That view has prevailed in this session so far, but the situation may change.

Why does the veto loom so large and why is it such a powerful weapon for "Ike" to wield now? First, because the President is not only a Republican, but a conservative one, and as such holds far different views from the liberal Democrats.

Conservatives in Control

Second, the veto power would be much less effective if, as most people believe, the present Congress really was "controlled" by Democrats. Actually, the control in the case of the most controversial legislation is in the hands of the alliance of conservative northern Republicans and the equally conservative kind of southern Democrats.

For a while, it was thought that this old alliance had been so weakened by the results of last year's elections that it would be comparatively powerless in this Congress. That, however, has proved far less true than was expected.

The alliance is not so obvious as it used to be, and does not throw its full weight for or against so many bills. But it is there and waiting. When a really controversial bill comes up, the Senate and House divide into two camps.

Still a Power

One consists of most Democrats and a few liberal Republicans. The other includes most Republicans and some conservative Democrats, mostly from the South.

That latter camp can't block many bills on the Senate and House floors, where even a bare majority vote is enough for passage, but it's a different matter to over-ride a Presidential veto. That conservative alliance can "sustain" the President's veto by mustering only a little more than one-third of the votes. That explains why not a single Eisenhower veto has ever been over-ridden by Congress.

In view of all this, it is easy to understand why Ike's constant veto threat is frustrating the liberals and playing such a big part in shaping the legislation in this session.

Many people have long known that bankers create out of thin air most of the money they lend to the government and to private borrowers, and on which the bankers charge billions of dollars a year in interest. That hugely profitable system was made possible by the fact that the government gave away to bankers the power to "manufacture" credit dollars.

Several other fantastic government giveaways to bankers have been exposed recently in Congress. One of them was pointed out by Congressman Wright Patman (Dem.-Tex.), a leading member of the House Banking Committee and a recognized authority on banking and money.

To understand what Patman was talking about, it is necessary to remember this:

Six for One

For every $1 a bank deposits as a "reserve" in the Federal Reserve System, that bank can lend $6 to the government and other borrowers. Therefore, an addition of $1 billion to the banks' "reserves," multiplies their lending power to $6 billion, and obviously vastly increases their interest profits.

Patman told the House that a so-called "Vault Cash" bill recommended by the Federal Reserve Board and the Administration, and waiting for action in Congress, would add $15 billion to the banks' reserves in a new and scandalous way, as follows:

The government, Patman said, has bought back $15 billion of its bonds from bankers, and these bonds now are in the U.S. Treasury. The government could wipe them off its books, thus reducing the national debt by $15 billion.

Instead of that, Patman said, the scheme is to let the banks use that $15 billion of bonds as an addition to their "reserves." That would enable them to lend, and draw interest upon, not only the $15 billion, but several times that much, although the bonds actually belong to Uncle Sam and not to the bankers.

Few Congressmen Fight Bill

Congressman Gerald T. Flynn (Dem.-Wis.) also denounced the "Vault Cash" Bill and provided further details on this immense "giveaway" to bankers. However, few other voices have been raised against this bill, and Congress may pass it before this article appears in print.

Flynn also told about another scheme which, he said, enables banks to avoid paying income taxes and to swap old low-interest government bonds for new higher interest bonds.

Another profitable "swap" for the bankers was pointed out by Senators John J. Sparkman (Dem.-Ala.), Paul H. Douglas (Dem.-Ill.) and Albert Gore (Dem.-Tenn.). They said the Administration plans to give bankers at least $1 billion of home mortgage bonds, now owned by a government agency, in exchange for an equal face amount of government bonds, now owned by the bankers.

The government now is getting 4 percent interest on the home mortgage bonds, and the bankers now are getting only 2¾ percent interest on the government bonds involved in the deal, the senators pointed out, so the swap would mean a big interest loss for the government and a big interest gain for the bankers.

Moreover, the senators said, the bankers would gain in another way. That's because the market price of these low-interest governmen bonds has been falling, and the bankers bought them for much less than their face value. But, in exchange for them, the bankers would get from the government home mortgage bonds which are worth their full face value.

CPI Index Reaches All-Time High

THE CONSUMER PRICE Index reached an all-time high in June, the latest month for which figures are available. The government's yard stick advanced 0.4 percent from May to June, to reach 124.5.

Most of the increase was the result of advances in costs of housing, food, medical expense, and personal care, although all major groups of goods and services were higher, according to the U.S. Department of Labor's Bureau of Labor Statistics.

The Consumer Price Index measures average changes in prices of goods and services usually bought by city families of wage earners and clerical workers.

The new high figure means that wage earners paid $12.45 for items in June that cost $10.00 in 1947-49. Index numbers are computed on the base 1947-49 equals 100.

More bad news is predicted. H. E. Riley, price chief for the Bureau, says prices probably will rise even farther during the summer. Rates of pay for signalmen and other railroad workers are tied to fluctuations in the CPI by an escalator clause in the National Agreement of Nov. 1, 1956. Signalmen presently are receiving 13 cents an hour as a result of this clause. The next adjustment is due on November 1 and will be based on the CPI figure for September 15.

Signalmen in Television Film Depicting "Americans at Work"

THE RELEASE OF A 15-minute television film depicting signalmen and other railmen at their jobs recently was announced by A. E. Lyon, executive secretary of the Railway Labor Executives' Association. The film is the third in a series of programs featuring railmen at their jobs and was produced as a part of the AFL-CIO "Americans at Work" series. The film is entitled "Railroad Shop Craft and Maintenance Workers."

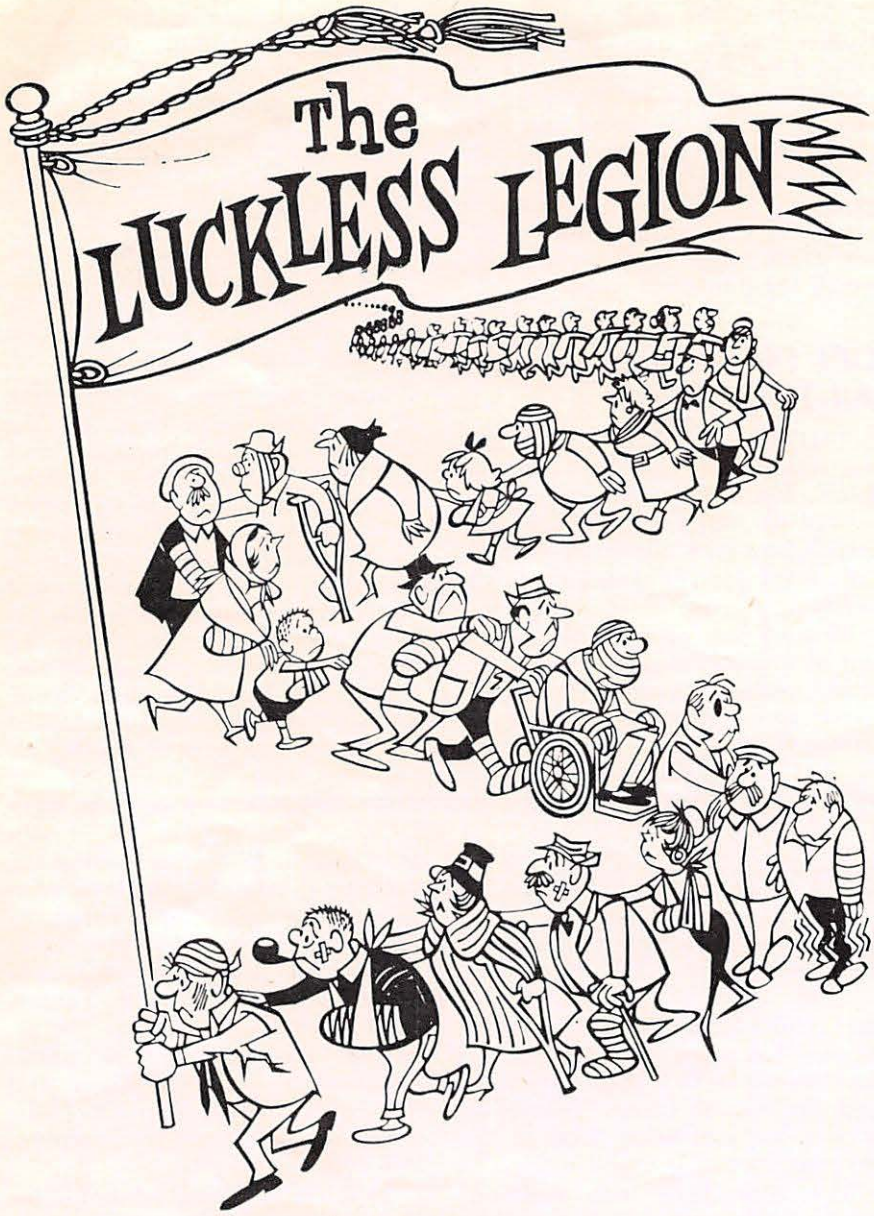
Television stations in 38 states and the District of Columbia and Puerto Rico have scheduled the series for showing. In addition, the United States Information Agency has programmed the films for showing in 23 foreign countries and the Armed Forces Television Service has scheduled them at 28 overseas bases.

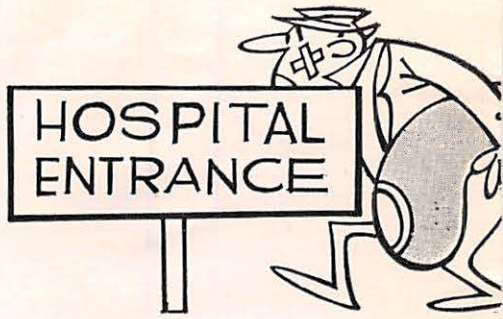
The film deals with railroad employes belonging to our Brotherhood and 10 other rail unions. "Railroad Shop Craft and Maintenance Workers" was produced in the railroad shops and yards of the Wabash Railroad at Decatur, Ill. and at the facilities of the Santa Fe and Rock Island railroads in Chicago. The film depicts repairs to the signal system along the tracks of the Wabash as well as the carrier's outstanding maintenance-of-way program. Other features depicted in the film show repairs and maintenance performed on freight and passenger cars and locomotives.

Like the earlier films about "Railroad Passenger Workers" and "Railroad Freight Workers," the third film shows workers performing their actual jobs.

In releasing the schedule for the showing of "Railroad Shop Craft and Maintenance Workers," Lyon stressed that television stations carrying the program may find it necessary to change the date because of other commitments. Many stations will have carried the program by the time you read this. Stations scheduled to carry the film after August 16 include:

City and State	Station	Time	Date
Tucson, Ariz.	KVOA-TV	11:45 A.M.	Oct. 17
Fresno, Calif.	KFRE-TV	2:00 P.M.	Nov. 1
Colorado Springs, Colo.	KKTV	Follows CBS game for wk.	Oct. 11
Pueblo, Colo.	KCSJ-TV	Precedes baseball game	Oct. 17
New Haven, Conn.	WNHC-TV	9:45 A.M.	Oct. 25
Hartford, Conn.	WNBC-TV	11:45 A.M.	Dec. 20
Washington, D.C.	WRC-TV	8:45 A.M.	Oct. 11
Pensacola, Fla.	WEAR	Follows baseball game	Nov. 28
Boise, Ida.	KBOI	4:00 P.M.	Nov. 14
Evansville, Ind.	WFIE-TV	12:30 P.M.	Oct. 3
Terre Haute, Ind.	WTHI-TV	4:00 P.M.	Aug. 25
Lake Charles, La.	KTAG	Precedes baseball game	Oct. 17
Lafayette, La.	KLFY-TV	6:45 P.M.	Oct. 21
Baltimore, Md.	WBAL-TV	7:45 A.M.	Nov. 1
Minneapolis, Minn.	WTCN-TV	9:00 A.M.	Sept. 11
Hattiesburg, Miss.	WDAM-TV	3:00 P.M.	Sept. 26
Meridian, Miss.	WTOK-TV	11:45 A.M.	Dec. 13
Springfield, Mo.	KYTV	9:30 A.M.	Nov. 1
Kansas City, Mo.	KCMO-TV	Follows 5 Star Feature	Dec. 13
Omaha, Neb.	WOW-TV	7:45 A.M.	Oct. 7
Manchester, N.H.	WMUR-TV	6:45 P.M.	Oct. 20
Albuquerque, N.M.	KOAT-TV	3:15 P.M.	Sept. 27
Buffalo, N.Y.	WBEN-TV	1:30 P.M.	Sept. 5
New York, N.Y.	WNTA-TV	12:00 Noon	Oct. 10
Cincinnati, Ohio	WLW-TV	12:45 P.M.	Aug. 23
Medford, Ore.	KBES	4:45 P.M.	Oct. 21
Portland, Ore.	KPTV	12:30 P.M.	Nov. 29
Erie, Pa.	WSEE-TV	9:30 P.M.	Dec. 18
Wichita Falls, Tex.	KSYD-TV	12:00 Noon	Oct. 10
Clarksburg, W. Va.	WBOY-TV	12:45 P.M.	Oct. 11
Milwaukee, Wis.	WISN-TV	2:00 P.M.	Aug. 29





MORE THAN 2,800,000 Americans were drafted into the Luckless Legion of automobile casualties in 1958.

In its annual highway safety booklet entitled "The Luckless Legion," The Travelers Insurance Companies pointed out "This is an army of suffering humanity which grows more rapidly each year. It is made up of the injured and the dead, the heedless and the innocent, the young and the old. Since the automobile first appeared on the American scene, these ranks of the crippled and the dead have included more than 60,000,000 of us."

The Luckless Legion is a silent, haunted army. We erect no monuments to it. No grim reminders mar the sleek beauty of the roads and highways which are its field of battle. A newspaper headline, perhaps, marks the induction of the latest recruit. Then silence. Silent suffering. A lifetime of pain. Or the silent memories of those who mourn when the dead are laid to rest.

There were 36,700 men, women and children numbered among the dead of the Luckless Legion during the past year. For every fatality there were 77 people who suffered painful injuries. Hour by hour and day by day, this total climbed until it reached the staggering total of 2,825,000.

Injuries during the past year rose 12 percent—twice the rate of increase for the previous year. In the rising curve of injuries lies the greatest waste of property and human resources in our nation. Behind the lines of our efforts toward national progress, the Luckless Legion stands as a vast fifth column.

Statistics, pledges and slogans do not seem to change us. Something more is needed. During 1959, the Luckless Legion will be meeting in our community . . . on a stretch of highway, in a hospital room, in the morgue.

You alone will know when the meeting time is near—in the temptation to bear down a little harder on the gas, to beat the darkness home, to test your reflexes when they are dulled by sleep or alcohol, to jay-walk on crowded streets, to forget caution when weather and road conditions are bad. During 1959, every time you are behind the wheel of a car, remember that the Luckless Legion is looking for recruits. Don't be one.

Young Drivers Best Recruits For The Luckless Legion

An estimated 900,000 young men and women will come of driving age during 1959. If they all become drivers and follow the tragic path of today's young motorists, 243,000 of them will be involved in a highway accident that kills someone.

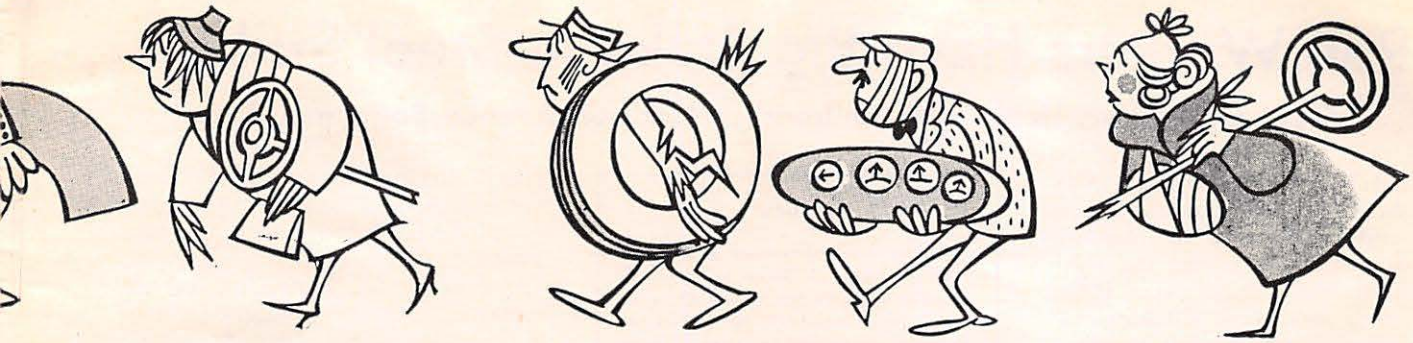
Of course this will not happen because all 900,000 will not become licensed drivers this year. Perhaps this is because so many fearful parents have read the grim figures of what's happening to these young drivers under 25 years of age.

During 1958 drivers under age 25, who make up less than 14 percent of all licensed drivers, were involved in 27 percent of the fatal highway accidents and 20 percent of the non-fatal crashes that perhaps maimed someone for life.

It does not take a mathematician to conclude that their record was twice as bad as their numbers would warrant.

Where does the responsibility rest for this shocking condition? Is it with the schools, the parents, traffic authorities, or these young men and women themselves?

We feel it is a combination of all these things. More schools must provide driver-training instruction,



many more parents must face up to this problem that could cost the life of their children, traffic courts must "get tougher" and, most important, the young drivers must realize that tragedy will strike as a result of thoughtless actions behind the wheel.

The 900,000 youngsters born during World War II must realize this country faces a crisis that has cost more in casualties since the advent of the automobile than the toll from all wars.

Pleasure Cars in Majority of Accidents

The pleasure car was involved in much more than its proportionate share of tragedy in 1958. Passenger cars were involved in 35,670 or almost 80 percent of the fatal accidents. They were involved in 2,727,500 or 87 percent of the non-fatal accidents.

The total mileage traveled by commercial vehicles is estimated to be almost as much as that traveled by passengers cars, yet commercial vehicles are involved in only one-fifth of the fatal accidents and one-eighth of the non-fatal accidents. During 1958 commercial vehicles were involved in 7,200 or 16.1 percent of the fatal accidents and 263,300 or 8.4 percent of the non-fatal accidents.

These facts would seem to belie the theory that accidents occur in fairly direct proportion to exposure. Or perhaps the exposure theory does not apply to those who drive for a living. Loss of license, and possible livelihood, is a powerful deterrent to members in the Luckless Legion.

During 1958, 30,900 were killed in clear weather. This was 84.2 percent of the total number of people killed. Approximately 4,500 persons were killed during rainy weather, while 660 were killed during snow storms and 620 in fog.

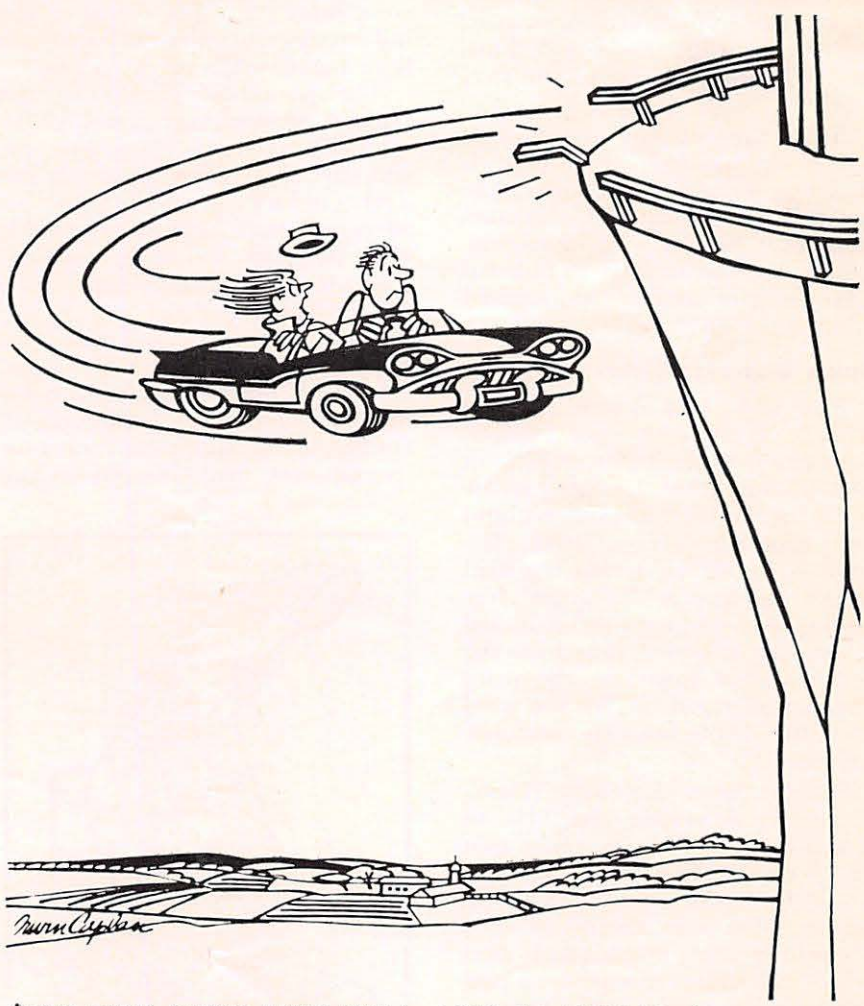
Statistics show that during 1958, Tuesday was the safest day of the week to travel, with 4040 or 11 percent of the fatalities. The unsafest day was Saturday, with 7,630 or 20.8 percent of the traffic fatalities. Sunday and Friday are the next two worst days to travel.

Speed Biggest Killer

Speed was the biggest killer on the nation's highways during 1958. Approximately 12,750 persons were killed in automobiles as a result of speed. This was 41 percent of the total fatalities. Driving on the wrong side of the road was the next biggest cause, with 4,750 or 16 percent of the fatalities. This was followed in order of highest fatalities by cars not having the right-of-way and reckless driving.

A study of the foregoing statistics show that the great majority of casualties occurred in accidents for which the driver was directly responsible. We cannot blame bad weather. We can blame the driver who misuses the horsepower, who uses clear weather and dry roads as an excuse to "step on it." And we can blame the driver who refuses to recognize the rights of others on the highways.

When we realize that the *power* to reduce accidents is in the hands of the drivers and when this realization is transmitted into the *desire* to reduce accidents, then and only then will the numbers of The Luckless Legion be diminished.



"THE ONLY THING THAT WILL SAVE US NOW IS IF YOU WERE GOING FAST ENOUGH TO PUT US IN ORBIT."

Rail Workers Have Big Stake in Steel Strike

Steel Trust Fights Union with Railroad's "Madison Avenue Bogeyman"

A SHOWDOWN FIGHT ON SO-CALLED "inflation" is now under way, with the striking United Steelworkers and the steel trust the chief protagonists. "Inflation" is a catchword dreamed up by Madison Avenue's big advertising agencies—the messenger boys of the steel trust, the railroad magnates, and other members of the financial world that run American big business.

Big industry's fight against the alleged menace of "inflation" has been growing in intensity. It's a gimmick that's being used by the big advertising agencies, aided and abetted by newspaper and television propagandists, in an attempt to beat organized labor into a retreat. The same gimmick is being used on the legislative front to rout liberal measures that would benefit the working people.

The Madison Avenue boys have dreamed up a second gimmick of even more importance to railroad labor — "featherbedding." This, too, is being used against the steel workers.

Thus, the outcome of the fight, which the steelworkers' union is making for its membership in the nation's giant steel mills, becomes important not only to steel employes, but particularly to railroad labor and, of course, to organized labor generally.

Union Disproves Claim

The United Steelworkers, using a mass of statistics, have exposed the fallacy of the steel trust's claim that it can't grant a wage increase to its half million workers without increasing the price of steel. Impartial experts agree that the steel trust's war against "inflation" represents a diversionary tactic, aimed at drawing attention away from the real cause of inflation—the price gouging engaged in by the steel trust and its big business fraternity brothers.

Senator Estes Kefauver (Dem.-Tenn.), was among the first to scotch the steel industry claim that any wage increase for its workers would be "inflationary." The Tennessee solon was chairman of a committee that investigated steel prices. He called attention to productivity increases and the tremendous profits of the steel companies. He declared: "Unless wages were greatly increased, there would be absolutely no reason why steel companies should increase prices."

Notice

The 38th annual reunion of the 21st Engineers Light Railway Society will be held at the Palmer House, Chicago, Ill., October 2-3, 1959. For further information, write the Secretary, George B. Whitfield, 192 Broad Street, Eatontown, N.J.

Support for the steelworkers came from other non-labor sources, too. For example, the *New York Times* pointed out that major steel companies' second quarter earnings in 1959 were at an all-time peak. The *Times* forecast that the steel industry would attempt to explain this record prosperity on the basis that consumers have stockpiled steel. But the *Times* asserted: "No amount of explanation by the steel companies . . . will convince the industry's critics that it could not have raised wages or cut prices."

The nationwide strike of the United Steelworkers followed 10 weeks of collective bargaining, or, actually, conferences in which the steel industry maintained an adamant stand against reasonable wage increases and other improvements in working conditions which the union demanded.

Thus, there was no actual bargaining; the steel industry stood pat on its insistence that any wage increase would be "inflationary." Instead of agreeing to advances for its employes, made possible by the rise in productivity, the steel industry demanded a "wage freeze," and coupled this demand with a vague promise of a "modest" wage increase next year. It also insisted on massive contract changes which would, the union charged, "emasculate" working standards that have long been in effect.

The demand that the organization accept lesser working conditions was accompanied by a cry familiar to railroad workers — a charge by the steel trust that the union was furthering "featherbedding."

As the steelworkers walked out, President David J. McDonald declared: "The union has done everything possible to arrive at an honorable settlement and avert a steel shutdown." The steelworkers' battle for a reasonable wage increase, as against contract emasculation, is receiving the solid support of steel employes, as evidenced by the 100 percent effectiveness of the strike. Their attitude was summed up succinctly by a Pittsburgh striker, who vowed: "They forced us out and we're ready to stay out as long as necessary."

The Railway Labor Executives' Association, meeting in Washington, D.C., adopted a resolution pledging full moral and physical support for the steelworkers.

Chalk Up Big Profits

The RLEA took note of the huge steel profits and said the corporation's refusal to negotiate in good faith in the face of these profits indicated that "a dangerous concept in the field of labor relations is gaining a foothold.

"This notion, foreign to all democratic concepts, is that *management alone* must decide what is best for the economy, the worker, and for labor-management relations."

The RLEA charged that rail management, with the same indifference to the workers as is being displayed in the steel industry, is also seeking to maintain huge profits at the expense of the employes and the future of the industry. As proof, the RLEA cited the carriers' continued indifference to heavy unemployment and badly needed deferred maintenance at a time when rail profits "are running three times ahead of last year."

The railroads are using the steel strike as an excuse for additional "unnecessary layoffs," the RLEA charged. RLEA Chairman G. E. Leighty, at a press conference, said the railroads should be increasing employment, particularly among shop craft employes, so as to use this slack period "to catch up on deferred maintenance."

AFL-CIO President George Meany, in a telegram to McDonald at the outset of the strike, pointed out that the United Steelworkers had "bent over backwards" to obtain a new agreement without a strike. But, Meany added, "every offer it made has been spurned by management." He pledged labor's "complete support" in the union's "battle for economic justice."

The smokescreen of "inflation," with which the steel trust is attempting to stifle efforts of the United Steelworkers to gain adequate advances for its membership, is part of a larger battle against liberal measures now under way by big business and its stooges. Bellweather in the fight against the progress demanded by the union and liberal leaders is the President of the United States. Eisenhower has put the great prestige of the White House on the side of the reactionaries. Administrative forces are stooging for big business in its campaign against the so-called "inflationary menace."

"Ike" Uses Veto Threat

The Administration actually sided with the steel trust long before negotiations got under way between the industry and the steelworkers.

Eisenhower has indicated he will veto legislation providing for a federal minimum wage of $1.25 an hour, with extended coverage, on the ground that this wage—hardly enough to buy the barest necessities—is "inflationary." He has already vetoed a much-needed housing bill, backed by organized labor, on the grounds that this, too, is "inflationary."

But a growing number of experts are warning that Administration policy is forcing a regression, rather than inflation. In a booklet just published, "Inflation—Cause and Cure," noted economist Leon Keyserling warns that "in the face of the current economic recovery, we are now threatened by a redoubled revival of the regressive (government) policies which converted the recovery of 1955 into the stagnation of 1956 and the recession of 1957-58."

Thompson Promoted by Union Switch & Signal

THEODORE B. THOMPSON has been appointed Vice President - Engineering, at Union Switch & Signal-Division of Westinghouse Air Brake Company. In his new position Mr. Thompson has full responsibility for and authority over all railway research and engineering activities of the Division and will report directly to the Vice President and General Manager.

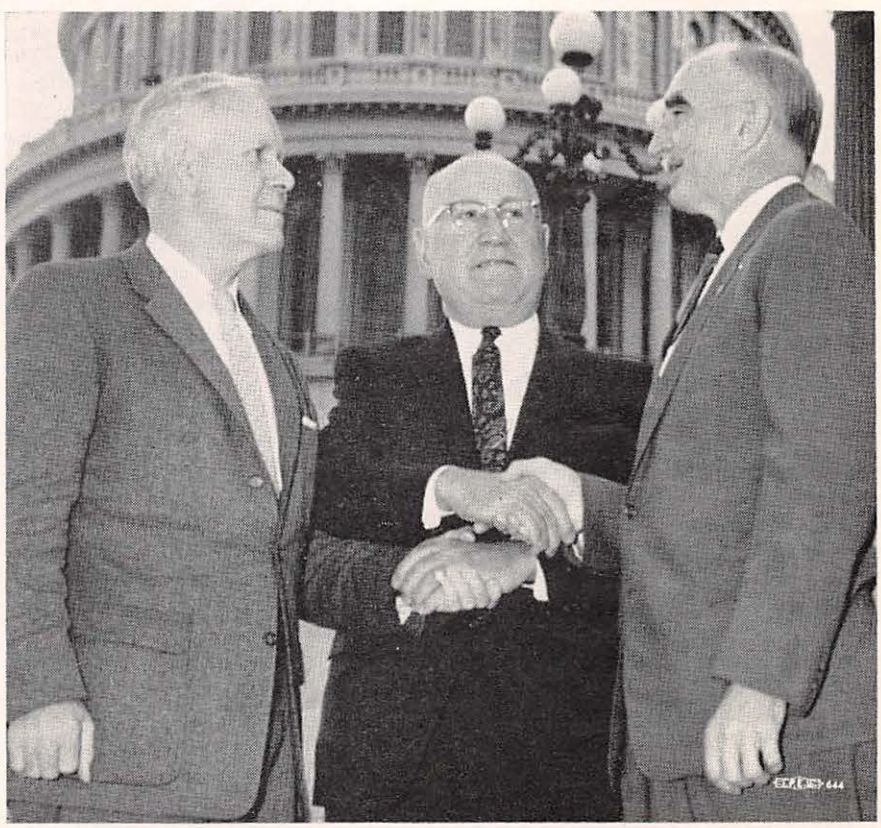
Mr. Thompson

Mr. Thompson, a native of Carbondale, Ill., was graduated from Southern Illinois University in 1931 and obtained an MS degree at the University of Illinois in 1938. He completed an additional year of study at the university in 1940 in the School of Electrical Engineering. Beginning in 1928 Mr. Thompson worked for the Illinois Central during summer months. In 1939 he became a full time employe of the road. In the years following he was promoted to chief operator of rail detector cars, special engineer in the signal department, assistant signal engineer, and signal engineer in 1953. In March 1956 Mr. Thompson accepted employment with US&S as Pittsburgh district manager. In July of that year he was appointed Chicago district manager, and in February 1957 was named district manager of the New York office. In 1958, Mr. Thompson returned to Pittsburgh as Director of Engineering, the position he held at the time of his recent appointment.

Initial Conferences Held On 1958 Rules Movement

Initial exploratory conferences on the 1958 four-point rules program, proposed by our Brotherhood and 17 other Standard Railroad Labor Organizations, were held with the nation's railroads in Chicago recently.

The program proposed by the Brotherhoods relates to the operation of rules establishing time limits for the handling of claims and grievances; also, it would safeguard employes' rights in hiring practices, safety, health and sanitation, with particular respect to "third party" accidents (on highways, for example).



President Jesse Clark (center) on the steps of nation's capital, is in a jovial mood as he joins in a congratulatory handshake with Senate and House leaders after successful drive for enactment of amendments to Railroad Retirement and Unemployment Insurance Acts. Oregon's Democratic Senator Wayne Morse (right) introduced union-backed amendments in the Senate. With them is Congressman Harley O. Staggers, West Virginia Democrat, who fought emasculating amendments proposed in counter-move by the railroads, and was a leader in the House campaign for Brotherhood-backed amendments.

How to Apply For Retirement Benefits

THE RECENT AMENDMENTS to the Railroad Retirement Act raised the amounts of retirement benefits and lowered the eligibility age for women employes and spouses. The following questions and answers explain the steps employes, wives, and husbands should take when they apply for benefits, so that they may receive their payments as quickly as possible.

1. *I am a 65-year-old railroad employe and would like to apply for a retirement annuity. Is there anything I should do before I file my application?*

Yes. There are two things you should do before you apply for an annuity:

(a) Stop working; and
(b) give up your rights to return to railroad service and to the service of your last non-railroad employer.

2. *I am going to apply for a disability annuity. Must I give up my employment rights?*

You do not have to give up your employment rights until you reach age 65, but you must stop any work you may be doing.

3. *Where can I apply for an annuity?*

The best way to file an application is to make a personal visit to one of the more than 100 Railroad Retirement Board offices located throughout the country. There you can receive advice and assistance free of charge. Also, in some places, railroads and railway labor organizations have set up facilities for taking annuity applications. However, if you cannot make a personal visit, you may mail the application, preferably to the Board office nearest you.

4. *Will I have to use a special form when I apply for an employe annuity?*

Yes, your application and certain other statements which may be required must be made on special forms which are furnished by the Railroad Retirement Board. These forms are:

• *Form AA-1, Application for Employe Annuity Under Railroad Retirement Act.*—This form must be filled out by all applicants for employe annuities.

• Form G-88, *Employe's Certificate of Termination of Service and Relinquishment of Rights.*—Unless you are under age 65 and applying for a disability annuity, you must also complete this form. It serves as a notice to your employer and to the Board that you have given up your rights to return to work.

• Form AA-15, *Employe's Statement of Compensated Service Rendered Prior to January 1, 1937.*—This form is needed if you claim credit for railroad service before 1937. The Board has records for service performed from 1937 on, but it must verify any service before that year. (Many employes with creditable service before 1937 completed Form AA-15 and turned it over to their employers in 1939 or 1940.)

5. *What proofs are required to support an application for an employe annuity?*

Each employe must furnish proof of his age. A certified copy of a public or church record of birth should be secured, if available. However, if such records are not available, the next oldest record, such as an insurance policy, fraternal record, or other document, can be used. If an employe wishes to claim credit for military service, he must submit his discharge papers or a certified copy of them as evidence. It is a good idea for an employe to assemble proofs of age and military service in advance so he can submit them when he files his application.

If an employe applies for an annuity based on disability, he must furnish evidence of the disability. Such evidence usually comes from either a railroad medical officer or from a doctor designated by the Board. It is also advantageous to furnish evidence from your own personal physician.

6. *My husband is receiving a railroad retirement annuity. Must I file a separate application in order to receive a wife's annuity?*

Yes. You must take steps similar to those taken by your husband when he retired. If you are employed, you should first stop working and give up any employment rights you hold. Then file Form AA-3, *Application of Wife for Spouse's Annuity.* Along with your application, your husband must submit a Form 6-346, *Husband's Certification.*

7. *What proofs must be submitted to receive a wife's annuity?*

A wife must furnish proof of her marriage and age. If she is applying on the basis of having a minor, or permanently diasbled, child in her care, proof of the child's relationship and age or disability must also be furnished. It is a good idea to assemble proofs of marriage, age, and relationship in advance so they can be submitted with the application.

8. *I am dependent upon my wife, a retired railroad employe, for support. How do I go about applying for a spouse's annuity?*

You must file a Form AA-4, *Application of Dependent Husband for Spouse's Annuity,* and your wife must submit a Form G-345, *Wife's Certification.* In addition to furnishing proof of marriage and age, a husband must also furnish satisfactory proof that he was dependent upon his wife for at least half of his support when she retired. Form G-466, *Husband's or Widower's Certificate of Support,* is used for this purpose.

Rail Unemployment Insurance Program Completes 20 Years

TWENTY YEARS OF OPERATIONS under the Railroad Unemployment Insurance Act were completed on June 30, 1959, according to the Railroad Retirement Board, which administers the Act. Under this program, which provides unemployment and sickness benefits, more than 2 million railroad workers have drawn over $1.6 billion in benefits.

Unemployment benefits in the 20-year period came to almost $1.2 billion, about three-fourths of the total paid out under the program. Sickness benefits, which have been payable since July 1947, were just under $500 million. In the 12 years since both types of benefits have been payable, more than $1 billion was paid for unemployment, twice as much as was paid for sickness.

The number of unemployed workers who received benefits has fluctuated widely from year to year. There were only 5,000 in 1943-44, a year of wartime labor shortages, compared with 506,000 in 1949-50, a recession year marked by strikes in basic industries.

SHANTY BANTER

NO WONDER!

The new baby's cry was evidently from powerful lungs and very disturbing to his brother Bobby, five. "This baby came from heaven, didn't he, mom?" he asked.

"Indeed he did," she replied.

Said Bobby with firm conviction: "Well, no wonder the angels threw him out!"

Next to being shot at and missed, nothing is quite as satisfying as an income tax refund.

SAFE DEPOSIT

Two boys, picking nuts from under a walnut tree, noticed an old lady rocking on a near-by porch. Approaching her, one queried:

"Can you crack nuts?"

The old lady smiled and said: "No, my dear, I can't. I lost all my teeth years go."

The boys emptied their pockets into her lap and said: "Then you please hold these nuts for us while we go get some more."

The weaker sex is the stronger sex because of the weakness of the stronger sex for the weaker sex.

LOCAL CALL

A Texas oil man visiting in Memphis made a long-distance call and balled out the operator when told the charge was 90 cents.

"Back in Texas," he roared, "I could talk to hell and back for 90 cents!"

"No doubt," the operator replied, patiently, "but in Texas that would be considered a local call."

An Expert: One who can complicate anything that's simple.

BRIGHT IDEA

Next-door-neighbor: "I can hear your hi-fi as though it were in my own room."

Hanson: "In that case, you won't need one; maybe you would help me pay some of my installments."

EXAMPLE

Teacher: "Pro means the opposite of con. Give me an illustration of each."

Pupil: "Progress and Congress."

A good woman inspires a man; a brilliant woman interests him; a beautiful woman fascinates him, but an understanding woman marries him.

RIGHT ANSWER

Mother: "What is the best time to put children to bed?"

Pediatrician: "While you still have the strength."

Mediocrity always appears good enough to mediocre people.

IN THE SAME BOAT

Patient: "Doctor, this will be my first operation, and I'm scared."

Doctor: "I know just what you mean—this is *my* first operation too."

The first union to defy management—marriage.

BARGAIN

Mary: "Why such a large tip to the cloak room girl?"

John: "Well, look at the hat and coat she gave me."

DISCERNMENT

Two visiting ministers were being entertained in the home of the local church pastor. After praising the morning sermon highly, one of the guests said to the host's young son: "My lad, what did you think of your father's sermon?"

"I suppose it was very good," replied the boy, "but he passed up three mighty fine places where he could have stopped."

We don't always reap what we sow in gardening—sometimes the bugs get it first.

TWO EVILS

Grandpa: "You don't know what it means to be old and bent!"

Grandson: "No, but I know what it means to be young and broke."

If the bureaucrats in Washington keep increasing foreign aid, we won't have a friend in the world.

YOUTHFUL FRANKNESS

A considerate hostess said to six-year-old Polly: "Will you have a second helping of ice cream?"

Said Polly: "My mother told me to say 'No, thank you,' but of course she didn't know how small your helpings would be."

DIGNITY: **What you think you have until the boss yells, "What's the meaning of this!"**

IT DEPENDS

Rich Aunt: "I'm sorry you don't like your gift, Tom; I asked you if you preferred a large check or a small one."

Ungrateful nephew: "Well, I didn't know you were talking about neckties!"

TIMELY

Belle: "Were you nervous when John proposed?"

Nelle: "No, that's when I stopped being nervous."

LIFE: **An everlasting struggle to keep money coming in and teeth and hair from coming out.**

What the world needs is a summit meeting on the level.

State Legislation

Wisconsin Adopts Shelter and Sanitation Code for Signalmen

THE WISCONSIN Industrial Commission on June 18 adopted a code governing shelter, sanitation, and welfare for signalmen and maintenance-of-way employes in that state.

R. B. LeBaron, BofRS state legislative representative in Wisconsin, stated that the adoption of the code by the Industrial Commission was the result of our Brotherhood's efforts in cooperation with the Maintenance-of-Way Employes organization. Brother LeBaron represented our Brotherhood throughout the long struggle to get the code adopted.

Prior to the code's adoption, the legislative representatives had prevailed on the Commission and the State Senate and Assembly to pass such a code. At first the Commission claimed they did not have jurisdiction over the matter.

Then the legislative representatives succeeded in having identical bills introduced in the Senate and Assembly which would provide signalmen and maintenance-of-way employes the protection contained in the recently adopted code. At hearings held before Senate and Assembly committees it developed that the Industrial Commission did have jurisdiction over the matter.

The next step was the creation of an advisory committee, composed of five labor members and five carrier members. A code satisfactory to both sides was worked out by the ten-man committee. Hearings were held before the Commission and the code was adopted. The Brotherhood's proposal made to the Commission was adopted practically in its entirety. Minor changes were agreed to by both sides.

Sanitary Facilities

The code provides that sanitary facilities for headquarters buildings and mobile camps shall be furnished; also sanitary drinking water fountains or sanitary containers for drinking water with faucets and individual cups. Flush toilets and washing facilities must be furnished at headquarters buildings where running water and sewers are available.

Where sewers and running water are not available, the code provides specifications for installing outside toilet facilities. Among other things, these outside facilities must be kept clean and have suitable approaches such as concrete or gravel walkways.

Signal department and maintenance-of-way employes must be furnished hot water, where it is furnished other employes. Mobile camps must be equipped with hot and cold water and have sufficient bathing facilities with at least one shower for each 10 employes, and one wash bowl for every five employes.

The code also provides that camp men or janitors will be furnished mobile camps where more than 25 men are housed. Further, these facilities must be inspected periodically by the supervisor to assure they are maintained in a sanitary condition.

Welfare Facilities

The code provides that welfare facilities for headquarters buildings and mobile camps must be provided as follows:

(1). A sufficient number of non-wooden lockers, where not now provided, shall be furnished. The carrier must furnish suitable fire extinguishers to protect against fire hazard, and acetylene tanks or gasoline must not be stored in living quarters.

(2). Adequate medical and first aid material must be furnished by the carrier.

(3). Where kitchen facilities are furnished in mobile camps, they must be deemed to be adequate and be maintained in a sanitary condition. They must also be equipped with exhaust fans, refrigeration, food storage facilities, stoves, garbage cans, and adequate facilities to wash cooking utensils and dishes.

(4). In mobile camps where sleeping facilities are furnished, suitable metal cots or bunks must be furnished. Sleeping quarters must be maintained in a clean condition and be properly ventilated. They must be separated from dining rooms and kitchens by partitions.

Present facilities will be deemed adequate in the absence of a complaint. In other words, it will be up to the general chairman on a property to call an unsanitary condition or code violation to the carrier's attention. The railroad involved will have a reasonable time to correct the situation; otherwise, the general chairman will register a complaint with the Commission. If the Commission finds the facility unsatisfactory, the carrier involved again will have adequate time to correct the faulty facility.

If a dispute arises between the general chairman and the carrier as to the meaning or intent or interpretation of the code, the Commission will set a hearing and issue an appropriate order to carry out the intent and purpose of the code.

Covered by the code, in addition to signalmen, are: bridge and building employes; maintenance-of-way employes; crossing watchmen; and track welders.

Brother LeBaron said, "I consider the adoption of the code a big step in the right direction to secure safe and healthful accommodations for the men we represent in the state of Wisconsin."

The code became effective on August 1, 1959.

P.R.R. Meeting

The next Regional meeting of all Locals on the Northern, Pittsburgh and Lake regions will be held at the Fort Pitt Hotel, Pittsburgh, Pa. Saturday, Sept. 19, 1959, at 9:30 a.m. E.S.T. All Local Chairmen should make a special effort to notify their members of this meeting.

J. H. BRIGGS

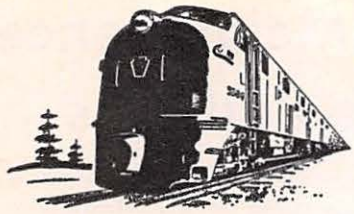
Joblessness Climbs to Four Million

A small improvement in the job situation was not large enough to offset the influx of student job seekers in June, and unemployment increased nearly 600,000 to a total of four million.

The Labor Department reported an increase of 593,000 from May to June, the largest increase for these months since 1947, with the exception of 1957. The increase indicated the continuing growth in the labor force resulting from higher birth rates in the 1940s.

Total employment in June reached a new all-time record of 67.3 million, despite the four million unemployed. This reflects once again the problem of an expanding labor force. The previous record was set in July 1957 when 67.2 million persons were employed.

Railroad NEWS IN BRIEF



THE ASSOCIATION OF AMERICAN RAILROADS has announced that deliveries of new freight cars to the nation's railroads in June totaled 3,950 compared with 3,358 in May of this year and 2,407 in June 1958.

June 1959 orders for new freight cars amounted to 8,054 as compared with 5,253 in May. June 1958 orders totaled 317 cars.

RAILROAD INCOME continues to soar, according to figures released by the Association of American Railroads. They recently released figures showing their estimated net income in May for Class I railroads amounted to $71 million. This is an increase of 162 percent over the same month in 1958.

Income of the carriers for the first five months of 1959 amounted to $233 million, triple the amount reported for the same 1958 period.

THE CHESAPEAKE & OHIO RAILWAY is offering rolling "hotel service" to coach passengers on its streamliner "The Sportsman" between Charlottesville, Va. and Detroit. The new service was put into effect August 1.

Passengers on this train can travel in sleeping cars on regular coach tickets by paying the standard charge. Ordinarily, a coach passenger must have a first-class ticket to buy sleeping car accommodations.

THE NATION'S EXPRESS-HAULING railroads have adopted a new plan of operation for the Railway Express Agency. The carriers will keep control of the Agency under the plan which will provide greater freedom for routing shipments. The plan eliminates current "historic traffic patterns" which restrict the agency.

As a result of the agreement on the new plan, the New York Central announced it was canceling its plan to withdraw from the agency. However, the Chicago & North Western said it would withdraw from the agency "in due course" because of the agreement. The North Western voted for the plan, even though it is withdrawing, as it was necessary for all 178 owning-carriers to vote in favor of the plan for it to be ratified.

THE PROPOSED MERGER of the Erie and Lackawanna railroads may adversely affect employes on the two carriers, according to a petition filed with the Interstate Commerce Commission by the Railway Labor Executives' Association. The RLEA asked permission to intervene in the merger case. It said that the evidence which is to be developed for the Commission may well disclose serious adverse effects which will result to the employes, should the proposed merger be approved by the ICC.

SUBSTANTIAL GAINS in "operating efficiency" were disclosed in the 1959 edition of "Railroad Facts," a booklet published by the Association of Western Railways.

The booklet revealed that progress "has been made in service performed per freight train hour," generally accepted as an accurate measurement of transportation efficiency. It said: "In 1958 each freight train performed an average hourly service equal to transporting 27,148 tons of freight a distance of one mile. The previous high was established in 1957 when 26,815 tons of freight were transported one mile per freight train hour. In 1939 the average ton-mile per train-hour figure was only 15,450, or 50.5 percent less than in 1958.

Another important yardstick of operating efficiency also has made significant gains, according to the booklet. The 1958 average trainload was 76 percent higher than the 813 tons which comprised the 1939 average.

The publication also revealed the average freight train speed has increased from 16.6 mph in 1939 to 19.2 mph in 1958. Of course road speeds are higher because the average speed includes time consumed at intermediate stops.

"Railroad Facts" attributed the increase in efficiency in transportation to the $14.1 billion expenditure for diesel locomotives and other technological improvements.

THE ATLANTIC COAST LINE has inaugurated piggyback freight service between Alexandria, Va. and Jacksonville, Fla. A.C.L. President W. T. Rice said the service may be extended later to other cities.

SIGNALMAN'S LAMENT **By THOMAS**

Application and Maintenance of Nickel-Iron-Alkaline Storage Batteries in Signal Service

(This is the third in a series of articles on apparatus used in railway signaling which will appear in the **Journal.** The articles are prepared by the manufacturer of the equipment described in each issue. This article covers the application and maintenance of nickel-iron-alkaline storage batteries in railway signal service and was prepared by **J. W. Werrell,** Application Manager, Thomas A. Edison Industries, Primary Battery Division.)

THE NICKEL - IRON - ALKALINE storage battery is the one invention most often singled out as a notable example of the research methods, genius and fortitude of the late Thomas Alva Edison.

In none of Edison's many other inventions did he overcome such tremendous obstacles, discouragement and repeated failures as he did in perfecting his storage battery.

It took 10 years—from 1900 to 1910—to develop the principles and construction of the battery. More than 50,000 separate experiments were performed just to find the best combination of active materials. He found the combination he was looking for in very high grades of nickel and iron-oxide. But even then, entirely new methods had to be invented to economically produce these materials in commercial quantities. In addition, Mr. Edison devoted considerable attention to the important details of the mechanical design and construction of the cells.

Of particular interest to people connected with railway signaling is the fact that one of the very early uses for Edison's storage cell was in signaling service. Installations were made beginning about 1911 which was shortly after the battery was made available on a commercial basis.

It is quite possible that a few of these 1911 batteries are still in service. One set of these cells had 40 years of service life in railway signaling before it was finally replaced in 1951. And there are many installations throughout the country still using batteries manufactured as long ago as 1912, 1913 and 1914.

Description

The nickel-iron-alkaline storage cell is an electrolytic cell for the generation of electric energy in which the cell, after being discharged, can be restored to a fully charged condition by an electric current flowing in a direction opposite to the flow of current when the cell discharges.

The principal parts of a cell are: positive tube, positive plate, negative pocket, negative plate and cell container. Basically, the cell container and parts are made of nickeled steel.

The positive tubes contain alternate layers of nickel flake and nickel hydrate. These tubes are locked into a steel grid to form a positive plate (see page 252).

The negative pocket contains iron-by-hydrogen (iron-oxide) of a very high grade. These pockets, when locked into a steel grid form a negative plate.

The electrolyte is a solution of caustic potash and lithia in distilled water. This type of electrolyte is a preservative of steel.

During charge and discharge the chemical reaction results only in the transfer of oxygen between the positive and negative plates. While on charge, the oxygen moves to the positive plates from the negative iron-oxide forming a higher nickel-oxide at the positive plates. During discharge, the oxygen moves back to the negative plates (see Charge and Discharge illustrations, page 249).

These reactions do not result in corrosion or other damage. The electrolyte acts simply as a conductor and oxygen carrier and, for that reason, the specific gravity of the electrolyte does not change materially between charge and discharge.

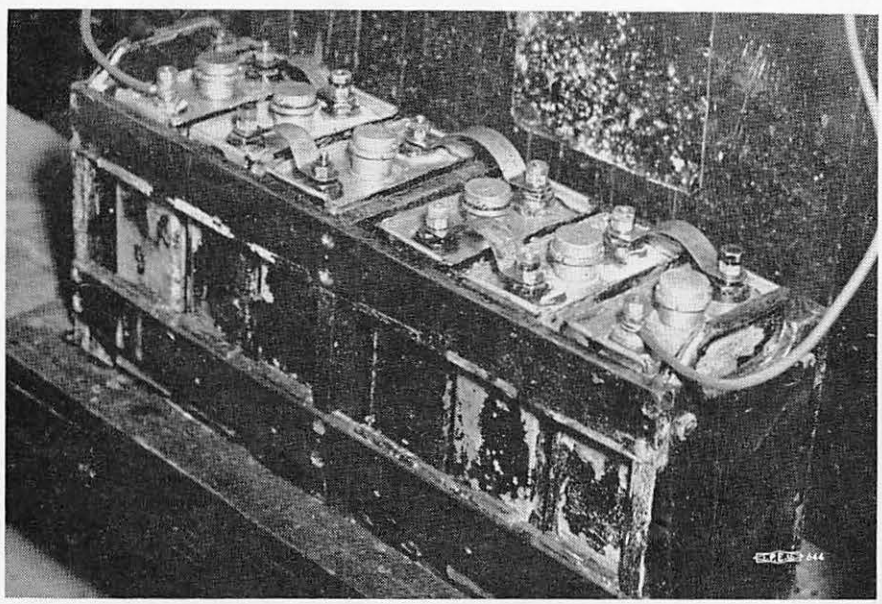
Identification

A letter and number combination identifying the cell as to type and size and also the manufacturer's serial number are stamped on the top of every Edison Nickel-Iron-Alkaline Storage Cell.

The type is indicated by the letter, such as A,B,N, etc. The size is indicated by the number following the letter, for example, B4, A8, etc. Cells designated by a letter and number only (B4, A8, A10, etc.) are referred to as standard or low type cells.

The letter H following the number (B4H, A6H, etc.) indicates high type cells. These cells have exactly the same electrical characteristics as the low type cells, but are built higher so as to hold more electrolyte. Therefore they do not require watering as frequently as the low type cells. The high type cells are recommended particularly for railway signaling and communication services.

The letters HW following the number (A4HW, A6HW, etc.) indicate high wide type cells. These also have the same electrical characteristics as the low type cells. But the containers are both higher and wider than the low type containers and wider than the high type containers. Because of the larger container volume, there is a greater amount of electrolyte above the plate tops than is provided with either the low or high



This Edison Storage gave 40 years of service life. It was built in 1911.

type cells. In this way, an even longer period between battery waterings is allowable.

Table I gives the ratings for the various types and sizes of Edison storage cells normally used in railway signal and communication services.

Applications

The following is a list of the major signaling services in which Edison Storage Batteries are widely applied:

Traffic Control Systems
Batteries for operation of code line, field code equipment, switches, signals, local relays and all types of d.c. track circuits.
Highway Crossing Protection—all types
Switch Machines—low and high voltage
Electric, Electro-Pneumatic and Electro-Mechanical Interlockings
Track Circuits—all d.c. types
Light Signals—all types
Locking and Line Circuits
Communication Services

Batteries used for any of these applications are generally installed with either the floated or trickle charge systems.

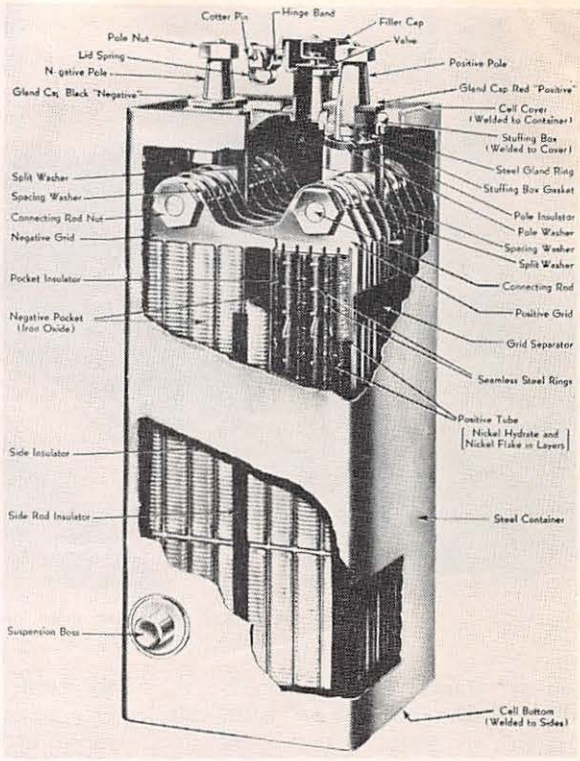
In the floating system, the battery is continuously connected in multiple both to the charging source and to either a part of or all of the external d.c. load. The batteries are continuously charged at a current rate sufficient to compensate for energy taken from the battery for the external load plus enough additional current to compensate for internal losses in the battery. When a power outage occurs, the battery automatically assumes the entire external load.

In the trickle charge system, the battery is normally disconnected from the external load but continuously connected to the charging source. Here the batteries are charged at a very low current rate sufficient only to compensate for internal losses. Through a power-off relay, the entire external load is transferred to the battery whenever there is an interruption in the commercial a.c. power.

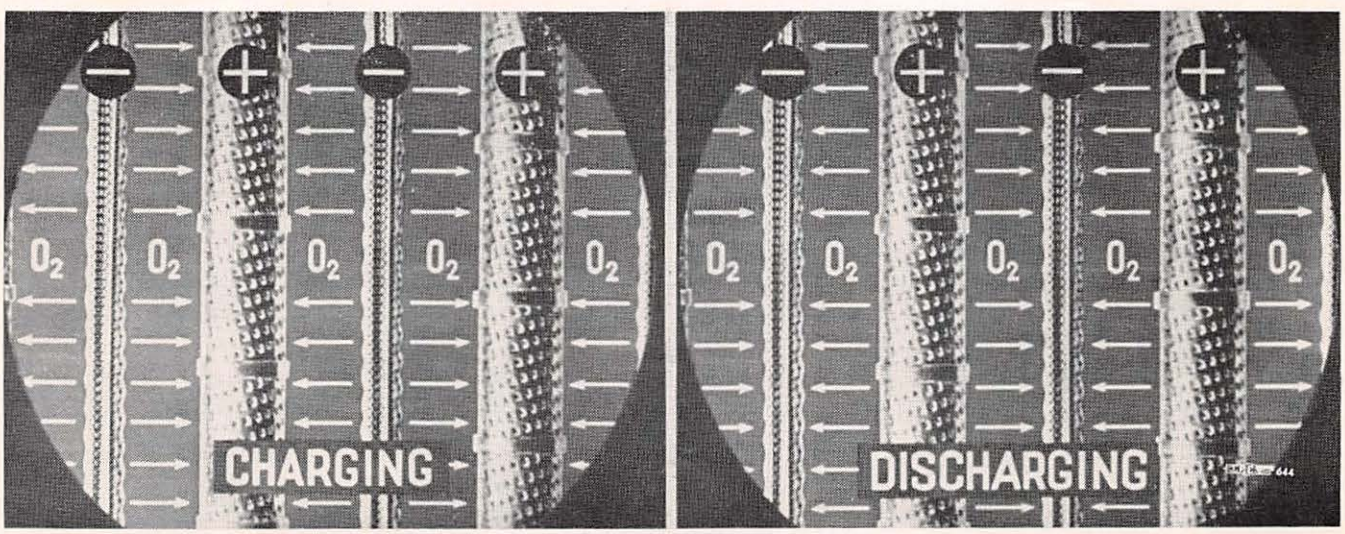
Both the trickle and floating charge systems are designed to make available, at all times, a fully charged stand-by battery capable of operating all connected d.c. apparatus in event of a power failure.

A third system, still employed in some parts of the country is the direct or "portable" operation. Under this system the batteries are directly connected to the d.c. apparatus and no charging source for the batteries is provided. Fully charged batteries are transported to the location and when their capacity is about exhausted they are replaced with a freshly charged set of cells. The exhausted cells are then returned to a central station for recharging. Generally, this direct system is used only where there is a relatively steady and low ampere-hour consumption which can be readily calculated in advance.

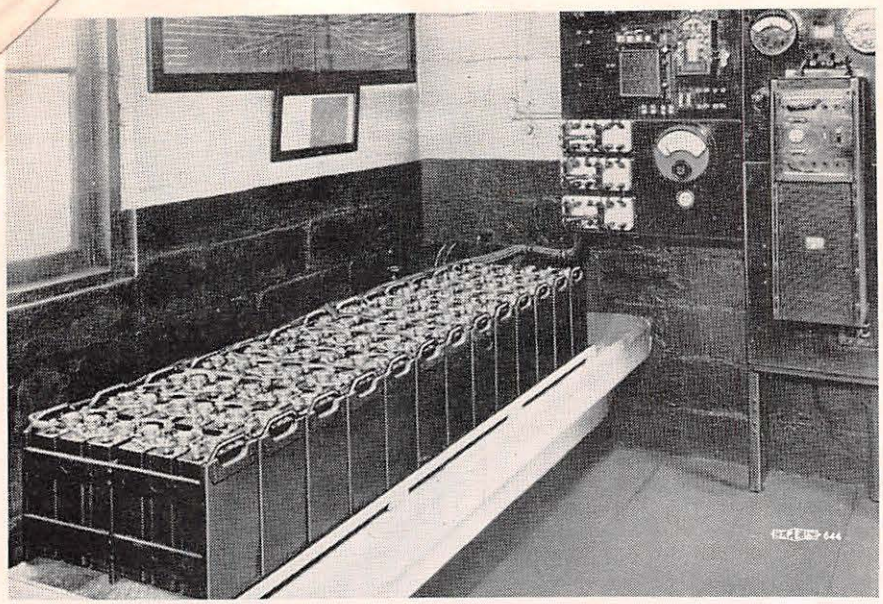
In all railway signaling and communication applications, the size of the cells used depends on how



Construction details of a Storage Cell.



Chemical reaction in an Edison Storage Cell.



Typical storage battery application at an interlocking plant.

much stand-by capacity is required; the number of cells connected in series depends on the voltage needed to operate the connected d.c. appartus. Table I gives the ratings for the various types and sizes of cells normally used.

Installing and Maintaining New Cells

When removing cells from shipping boxes, look for pole nut wrenches, disconnecting jacks and solution height indicators which are regularly supplied, in the quantities requested, on orders for new Edison storage cells—and other tools, connectors or accessories which may have been especially ordered.

Check solution level in each cell with solution height indicator sent with each shipment. Solution level is shown in Table II.

If solution has been spilled during shipment, or in handling the battery, but is still above the minimum recommended level as shown in Table II, merely add distilled or approved water to bring the solution height to the correct level.

If the solution level is found to be below the minimum solution height above plate tops, add Standard Edison Refill Electrolyte (1.215 specific gravity at 60°F.) to bring the solution level to the correct height. If no Refill solution is available, Standard Renewal Solution (1.250 specific gravity at 60°F.) may be used if diluted with pure distilled or approved water to a gravity of 1.215 at 60°F. An easy way to do this is to mix one part water by volume with five parts Renewal solution by volume.

When cells are received empty of solution, or where levels are below plate tops and Refill or Renewal electrolyte is not immediately available, then fill cells to correct level with distilled or approved water until Refill or equivalent Renewal electrolyte is available. Then empty out water, or the diluted electrolyte and put in Refill (1.215 gravity) electrolyte to correct level. For Type *B1H* cells *only*, do not follow the procedure just described but add B1H Renewal Electrolyte (1.208 gravity) undiluted to replace solution lost due to spillage or add distilled or approved water temporarily until B1H Renewal Electrolyte is available.

The recommended procedure for all new cells is to clean inside of valve housing and hard rubber valve assembly, and then apply a thin film of Edison battery oil or other high grade mineral oil. This insures proper operation of the valve and retards incrustation of salts. When the valve is being oiled it is recommended that a *thin* film of oil or Liquid Esbaline be applied to cell tops.

When cells are provided with screw type valve assemblies, the knurled ring should be removed when cells are in their permanent location. Rings may be put on again whenever cells are moved. If, for any reason, rings are to remain in place while the cells are in service, they should be left loose and never completely tightened.

When assembling the cells, check the poles and connectors for cleanliness and firm contact. The positive pole on Edison storage cells is designated by a red bushing around the pole and a plus (+) mark stamped on the cell cover. The negative pole is designated by a black bushing around the pole. (Note: N2 Type cells do not have red or black bushings. Positive pole is designated by a (+) mark stamped on cell cover.)

Edison Storage Cells are shipped from the factory in either a fully charged or totally discharged condition. Fully charged cells are iden-

TABLE I

Cell Type	Normal Charge Rate in Amps For 7 Cont. Hrs.*	8-Hr. Capacity Ampere-Hrs.	8-Hr. Rate Amperes**	Min. Trickle Charge Rate in Amperes
N2	2.25	13	1.6	.026
B1, B1H	3.75	21	2.6	.042
B2, B2H	7.50	43	5.4	.086
B4, B4H	15.00	85	10.6	.170
B6, B6H	22.50	127	15.9	.254
A4, A4H, A4HW	30.00	170	21.2	.340
A5, A5H, A5HW	37.50	212	26.5	.424
A6, A6H, A6HW	45.00	255	31.8	.510
A7, A7H, A7HW	52.50	297	37.1	.594
A8, A8H, A8HW	60.00	340	42.5	.680
A10, A10H, A10HW	75.00	425	53.1	.850
A12, A12H, A12HW	90.00	510	63.7	1.020

**Equivalent to 5-hour normal discharge rate.*
***To 1.12 volts per cell, following a 7-hour charge at 7-hour charging rate.*

TABLE II

Type of Cell	Correct Solution Height Above Top of Plates	Minimum Solution Height Above Top of Plates
N	½ inch	Must cover plate tops
B	½ inch	Must cover plate tops
BH	2¼ inches	1 inch
A	½ inch	Must cover plate tops
AH and AHW	3 inches	1½ inches

tified by a red label with the instructions in the packing case. A green label identifies discharged cells which should be given a charge equivalent of 15 hours at the normal 7-hour charging rate before going into service. Whether cells are charged or discharged is also stencilled on the packing case. (See Table I for normal 7-hour charging rate and minimum trickle charge rates covering types of cells generally used in signal services.)

Solution Levels

Solution levels in all cells should be maintained as closely as possible within the limits shown in Table II, by adding distilled or approved water occasionally, and must never be allowed to fall below the minimum solution height. This is important for best results and to prevent injury to the cells. It is important to remember that while being overcharged, cells lose water in amounts which depend on the charging rate—the higher the rate the more water used per hour.

Avoid adding more water than necessary when adjusting solution levels. This temporarily weakens the solution and may cause excessive formation of salts on cell tops.

After adding water in cold weather, agitate the solution with a hydrometer syringe to prevent the water from remaining on top of the electrolyte and freezing.

Charging Information

Here are four important fundamentals regarding Edison storage cells:

1. To maintain full charge, storage cells must be charged at a rate that will put back into the battery slightly more ampere-hours per day than are taken out.
2. To restore a battery to a fully charged condition as quickly as possible after power failure or loss of capacity due to other causes, the normal charging rate in effect at the location must be increased temporarily.
3. In floating charge installations, *reading of battery input and not rectifier output should be taken* to check charge to the battery, as part of the latter may be going to line or elsewhere.
4. Edison storage cells may be overcharged without harm at the low rates common to trickle and floating charge services, but proper solution levels must be maintained at all times.

Be sure all cells are fully charged before attempting to set the rectifiers at normal charging rate required at the location. If there is any doubt as to the battery being fully charged, first bring the solution to the proper level and then set the rectifier at its maximum safe output until the cells receive a charge equal to 25 percent more in ampere-hours than their rated capacity. When this initial charge is completed, promptly reduce the charging rate to normal and again add water to bring the solution to the correct height.

TABLE III

Temperature of Electrolyte	Maximum Recommended Gravity (solution at recommended level) *Standard, or Low, Type Cells*	*High and High Wide Type Cells**	Minimum Recommended Gravity *All Type Cells*
110° F.	1.217	1.202	1.147
100° F.	1.220	1.205	1.150
90° F.	1.222	1.207	1.152
80° F.	1.225	1.210	1.155
70° F.	1.227	1.212	1.157
60° F.	1.230	1.215	1.160
50° F.	1.232	1.217	1.162
40° F.	1.235	1.220	1.165
30° F.	1.237	1.222	1.167
20° F.	1.240	1.225	1.170
10° F.	1.242	1.227	1.172
0° F.	1.245	1.230	1.175

**The maximum recommended specific gravity of type B1H cells must never be above 1.208 at 60° F. For maximum recommended gravity for other temperatures subtract 7 points from values shown in column headed "High and High Wide Type Cells."*

TABLE IV

Type Cell	Ounces per Cell	Type Cell	Ounces per Cell
N2	½	A8, A8H, A6HW	3
B1, B1H, B2, B2H	1	A8HW	4
B4, B4H	2	A10	3
B6, B6H	2	A10H	4
A4, A4H	2	A10HW	5
A5, A5H	2	A12	4
A6, A6H, A4HW	2	A12H	5
A7, A7H, A5HW	3	A12HW	6

Adjusting Charging Rates

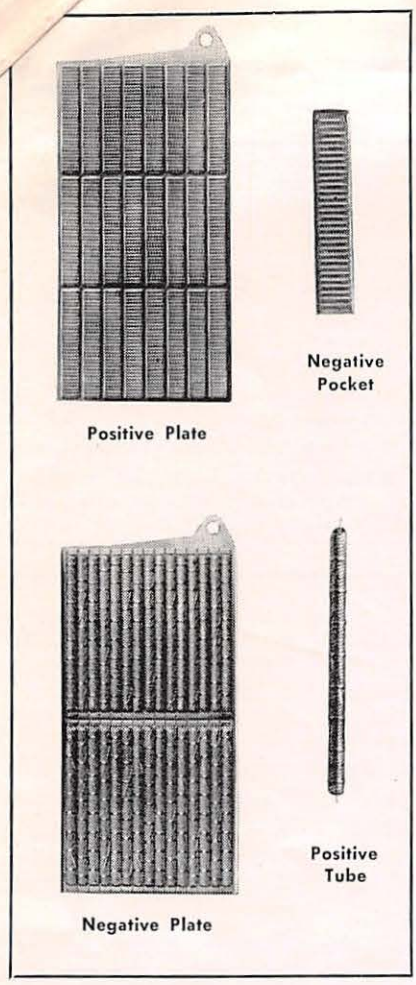
In floating charge service (battery continuously connected to the charging source and load in multiple) both the output of a battery and the actual charge it is receiving from the rectifier cannot always be accurately determined. The rectifier should therefore be set slightly toward overcharging to insure a fully charged battery. Signal failures may result from under-charging but not from slightly overcharging.

When a battery is known to be fully charged, the rectifier should be initially adjusted to an estimated charging rate to slightly overcharge the battery.

Following this initial adjustment of rectifier output, charging should be regulated entirely by cell voltages. The specific gravity of the electrolyte in Edison storage cells does not change appreciably between charge and discharge and is therefore of no value in checking the state of charge.

In making the final adjustment of the charging rate by cell voltage readings, the charging current should be changed gradually until voltages of individual cells remain consistently between 1.5 and 1.6 volts at normal solution temperature of 60°-70°F., with the battery on continuous charge. Voltages of cells should be checked at intervals of one to two weeks while making this final adjustment. In no case should the charging rate ever be less than 2 mils for each ampere-hour of their rated 8 hour capacity. For example, .170 amp. for B4H cells; .340 amp. for A4H cells, etc. (Minimum trickle charge rates for all types of cells are shown in Table I.)

No change in charging rates should be made when the voltage rises above normal (1.5-1.6 volts per cell at 60°-70°F. solution temperature) in cold weather and falls below normal at high temperatures. For example, if solution temperature rises to 120°F. the cell voltage may drop to 1.4, whereas, below-zero weather may increase the voltage to 1.7. The point is to adjust cell voltages properly for normal temperatures and not change the



charging rate thereafter when the temperature is temporarily above or below normal.

Where floating or trickle charge rates are approximately correct and where cells are not subject to abnormally high temperatures, watering cells should not be required more often than approximately every 3 to 4 months for A-High type cells and 5 to 6 months for B-High type cells to keep within the recommended solution height levels as shown in Table II. Where more frequent watering is required in floating service, the charging rates are generally too high unless circuit requirements call for a higher than normal floating rate to overcome these conditions and to assure a fully charged battery. Where lesser amounts of water are used over these periods the cells are usually undercharged. Excessive overcharging will be recognized by the necessity for adding water at too frequent intervals and by abnormal gassing of cells with the formation of salts around the valve assembly where oil is not used on the electrolyte surface.

The use of the Edison electric automatic filler is recommended for ease and accuracy in watering cells.

Following a.c. power outages, the rectifier output current should be increased to restore full capacity as rapidly as possible and then the rectifier output reduced to the normal charging rate.

Specific Gravity

As previously explained, specific gravity in Edison storage cells is of no value in determining the state of charge. But readings should be taken once a year, preferably in the fall, to check the condition of the electrolyte. Wait several days after flushing before readings are taken.

Specific gravity should be maintained between the limits shown in Table III at various solution temperatures. When specific gravity falls below the minimum limit, the entire solution should then be renewed with Edison Standard RENEWAL Electrolyte (1.250 specific gravity at 60°F.) except for B1H cells for which B1H RENEWAL Electrolyte (1.208 specific gravity at 60°F.) must be used.

Should specific gravity rise above the maximum limit, sufficient electrolyte should be removed and replaced with distilled or approved water to lower the gravity to within the permissible limits.

Oil on Top of Electrolyte

As mentioned previously, one of the proper maintenance procedures for Edison storage cells is to oil the filler opening inside, including the valve, with battery oil. This insures proper operation of the valve and retards incrustation of battery salts.

Another procedure that has been found very helpful in reducing—or even eliminating—these battery salts is the addition of Edison battery oil or *approved* mineral oil to the top of the electrolyte. Note, however, that only approved oils, specified for this purpose, should be used. The quantity of oil to be used per cell is given in Table IV.

Where automatic electric fillers are used, the oil sometimes interferes with the proper operation of the filler. The use of a smaller amount of oil (about half of the amount shown in Table IV has generally eliminated this difficulty.

General Precautions

1. Never put lead-acid battery electrolyte into an Edison nickel-iron-alkaline storage cell. To do so will ruin the cell.

2. Do not use tools, hydrometers or utensils which have previously been used with lead-acid batteries until they have been thoroughly cleaned. Otherwise the cells may be damaged.

3. Do not place Edison storage cells where they will come in contact with lead-acid batteries or acid-soaked charging racks or trays.

4. Do not place storage cells, which are not in a tray, directly on a damp floor or shelf. If a dry surface is not available, place insulators between the cells and rack or tray. This will avoid grounds and possible damage to the cell containers.

5. Never allow an exposed flame or spark to come near the cells particularly while they are being charged because the hydrogen and oxygen gases given off may form a mixture that is capable of being ignited. Be careful not to lay tools or any metal parts on tops of cells as this may cause an arc which might ignite the gases. To prevent drawing an arc when cells are either being connected or disconnected, the charging and load circuits should first be disconnected from the battery circuit.

6. When cells are being charged, be sure to provide sufficient ventilation or space above the cells to prevent the formation of gas pockets.

7. Always keep the filler caps closed except when necessary to have them open for flushing, taking temperatures, gravity readings, etc.

8. Edison electrolyte is injurious to skin and clothing. Handle it carefully. If spilled on skin or clothing, wash away immediately using plenty of water.

To conclude: We have attempted in this article to highlight all of the important installation and maintenance procedures for Edison nickel-iron-alkaline storage batteries. However, much of the material covered is found, in even greater detail, in Edison bulletin PB 1040-D with which many signal department employes are familiar. Copies of this bulletin are available, on request, by writing to Thomas A. Edison Industries, Primary Battery Division, Bloomfield, N. J.

Hints for Survival

Adjust your driving to conditions.
If you drive, don't drink;
If you drink, don't drive.
Slow down in bad weather.
Slow down at sundown.
Stay alert to unexpected dangers.

Carriers Eye Strike Insurance Plan

ANNOUNCEMENT OF THE railroads' new "strike insurance" plan recently brought strong reaction from rail labor spokesmen. The new plan consists, in effect, of pooling industry funds in case of a strike against one or several participating carriers.

This is the carriers' latest move in their drive to slash wages and slaughter working rules when current labor contracts reopen on Nov. 1.

President Jesse Clark of our Brotherhood described the strike insurance plan "as a scheme by the carriers to avoid their obligations under the Railway Labor Act and to destroy railroad unions. Federal law provides," Clark continued, "that representatives of the carriers and rail labor will meet to dispose of their differences by negotiations. The Railway Labor Act of 1926 was a joint effort of labor and management. Now it is obvious the carriers are attempting to evade the law they helped set up."

G. E. Leighty, chairman of the Railway Labor Executives' Association, called the strike insurance plan an "artificial measure" dreamed up by so-called "financial wizards" who refuse to recognize their employes as human beings.

Such plans, said Leighty, "will not prevent railroad employes from securing satisfactory settlements of their demands." Rail Unions currently are asking improvements in wages and working conditions.

Carriers Attempt to Keep Plan Secret

The Association of American Railroads, who devised the strike insurance plan, first attempted to keep it secret. But the *Wall Street Journal* "broke" the strike insurance story in their July 14 edition and the AAR then confirmed it. The WSJ said the 8-page policies mailed to some 300 roads which are members of the AAR, are stamped "confidential." A memo that preceded mailing of the new policies instructed rail officials how to brush off newsmen with a few general statements about the plan, in case they learned about it. The *Journal* did not disclose how it obtained information on the plan.

For the plan to go into effect August 15, as scheduled, railroads earning 65 percent of the industry's gross operating revenues must approve it. The *Journal* said the plan is "aimed at thwarting an increasingly successful union tactic of recent years—the so-called 'divide and conquer' weapon. Under such strategy unions strike one or more members of an industry but leave other firms in the same field untouched." The present plan provides that if 50 percent or more of the railroads in the United States are involved in a work stoppage, the insurance company is relieved of paying any claim.

According to WSJ, the plan "provides that a rail carrier will be covered fully for all of its so-called fixed charges while it is idled by a walkout. The coverage will include, among other things, property taxes, pension and interest charges, payments toward sinking funds and equipment trust obligations, and all cost of 'supervisory forces necessary to preserve the railroad's property in a stand-by position' during the walkout."

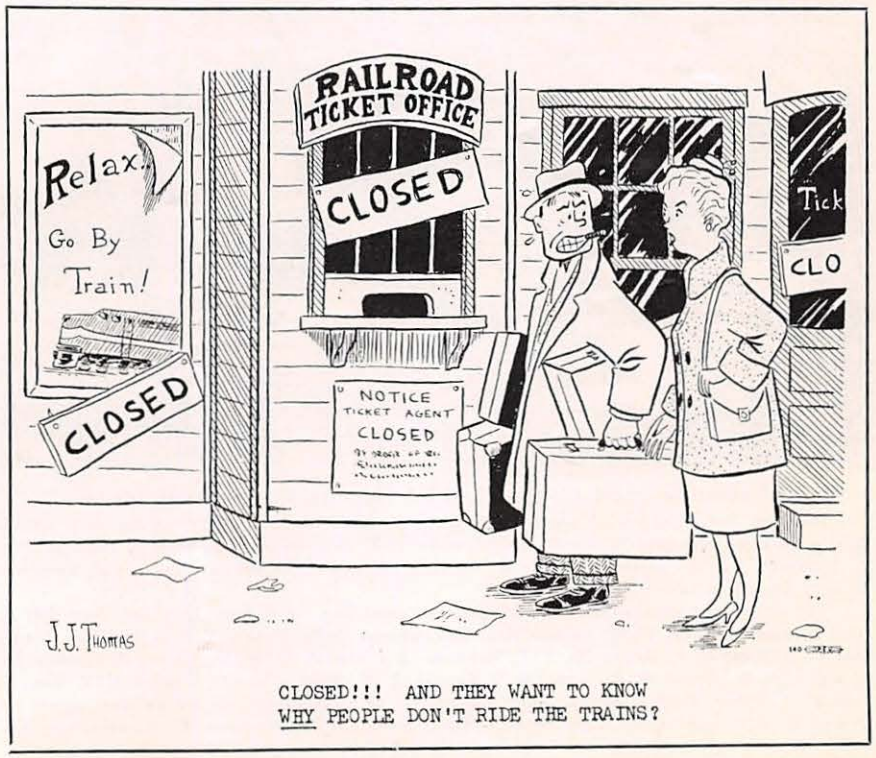
To evade the authority of the U.S. courts, which might rule the strike insurance illegal, the WSJ said, "the railroads set up the strike insurance plan in Nassau, British West Indies, and vested most of the control of its operation in officials" of a newly-chartered company called Imperial Insurance Co., Ltd., of Nassau. Imperial is associated closely with Lloyds of London, the WSJ said. Many U.S. insurance companies rejected the policy, the paper reported.

The *Journal* quoted one rail executive as saying "I doubt whether it will be adopted because the premium is terrific, especially for the bigger roads." But another rail official said the strike insurance plan "has almost unanimous support from the industry."

To pay for the plan the carriers will pay premiums which will fluctuate according to the frequency and degree of strikes in the industry each year, the WSJ reported. Non-struck carriers would be assessed as much as 20 times their own daily fixed charges. For some of the larger carriers these assessments could run as high as $10 million, it's estimated.

G. E. Leighty, speaking for the RLEA, said: "Labor disputes are settled only by real collective bargaining, and artificial measures such as the carriers are proposing will not be successful. Nor will such measures prevent railroad employes from securing satisfactory settlements of their demands.

"We want to negotiate our differences," said the rail union leader, "but if the carriers make that impossible we will, nevertheless, take whatever steps are necessary to secure equity and justice for the employes who have entrusted their representation to us."



CLOSED!!! AND THEY WANT TO KNOW WHY PEOPLE DON'T RIDE THE TRAINS?

LOCAL LODGE NEWS

By, for and about B. of R. S. members

B & O General Committee Holds Retirement Dinner

Members of the Baltimore & Ohio General Committee held a dinner honoring its retiring vice chairman, J. B. Wright, on Saturday, July 18, in the Hotel Seneca, Columbus, Ohio.

Principal speakers were Vice Presidents Gerald Orndorff of Chicago and C. K. Fields of Washington, D.C., and retired Signal Supervisor H. M. Dryden of Dayton, Ohio.

The large group of guests participating in this pleasant event included employes and friends, who joined in wishing Brother Wright health and happiness during retirement years.

Brother Wright served the B&O General Committee for over 25 years as vice chairman, Western Lines, and local chairman, Toledo Division. He was secretary-treasurer of Local 94 for 33 years. Retiring from the B&O Railroad after 43 years and 3 months of service on the Toledo Division, Brother Wright is the first member of the B&O General Committee who found it necessary to retire while in office.

He was presented a wrist watch as a retirement gift from his many friends. In expressing his appreciation, Brother Wright assured them that the "latch string" was always out at his residence in Dayton, Ohio. H. C. Guscott

Santa Fe

EMPORIA, KAN. (33). There's not much news, as there's been no meeting except the special meeting held at Newton, Kan. in June to ratify the proposed new agreement. After that meeting my feeling toward our membership was such that it was hardly fit to print. Out of a membership of nearly 150 men, there were only 20 present to pass on this very important part of our organization's work.

Of course I know that you members have chores to do around your homes, pleasures of various types which you cannot miss, and other reasons why you cannot attend Brotherhood meetings. But you seem to forget that *your officers* have exactly the same reasons. What would you think of them if they failed to show up? If officers failed the members as the members are failing the officers, the organization would fall apart!

Oh, I know meetings get boresome to you sometimes—they do to the officers also, largely because of the indifference of the members, and of having to look at so many empty chairs that should be filled—filled by members who overlook the fact that Congress is attempting to pass a labor law which bodes no good for labor.

Fortunately, there are some members who do have the Brotherhood's welfare at heart. I received a letter from one of them recently, from which I quote the following:

"In unions, as in democracy at large, rights cannot be achieved by a citizenship that does not exercise its responsibilities. A union membership that sits back, bored and smug, and challenges its officers to pull economic and ethical rabbits out of the union hat, cannot expect its rights to be assured. In too many instances the membership, by apathy and indifference, forfeit their rights to union citizenship. The first responsibility of the union member is *to participate in the affairs of his union*. When union members regard their unions as a slot machine which pays back a quarter for every nickel invested, then that member is devaluating his union!

"Union membership usually gets the sort of leadership it deserves. Those who blame everything on the leaders should remember the officers constantly are begging members to attend meetings, then attend to pleasures and domestic chores *after* the meeting is over."

Yes, Brothers, unions are going to have a rough road to travel during the next few years in looking after your welfare. So for your own good and the welfare of your loved ones, *wake up* before it's too late! Rise above this deadly apathy and get out to your union meetings.

Brother Gerald Zimmerman is in the Topeka Hospital recovering from an operation. We wish him an early return to health and to his work. S. P. Creson

Lackawanna Local Honors Retired Members at Annual Dinner

The 11th annual dinner in honor of retired signalmen of Scranton Lodge No. 159, BofRS, Buffalo Division, was held in the Masonic Temple, Bath, N.Y. on Sunday, June 7, 1959. Brother W. H. Markle was dinner chairman; Brother G. A. Newton was toastmaster, and the speaker was General Chairman John F. Hogan.

The photo above shows members and guests attending the dinner. They are, from left to right, seated: J. Doyle, W. A. Comstock, E. Ellis, George Gallo, E. Devoe, J. H. Hoffman. Standing: G. A. Newton, P. Minichello, F. T. Swanson, J. J. Geisel, W. H. Markle, H. L. Harmon, A. Damiyan, H. W. Geisel, G. L. Aures, R. G. Lawrie, E. M. Dixson, local chairman; A. V. Azzi, L. Lyke, H. L. Witter, John F. Hogan, general chairman; G. E. Goeppert, retired assistant signal engineer; W. A. Lawrie, signal supervisor—Buffalo Division; G. W. Manning, D. M. Albertson, and J. G. Donnelly. The photographer was Brother R. S. Larue.

Monon

DELPHI, IND. (91). Local 91 held its annual picnic at Columbia Park, Lafayette, Ind. on July 11. The weather was ideal, the crowd large, and the lunch baskets well filled.

After the meeting and "pot luck" dinner, a supply of tickets for the amusement park was distributed among the youngsters present.

I was sitting at one of the tables after dinner when up walked the "Old Retired Signalman." With a deal of enthusiasm he exclaimed, "Hi, Boy! These women folk sure are good cooks, ain't they? I'm full as a tick!" I had to agree that they were very good.

"I was over to see you last month," he chided, "but you was out on the territory. I was talkin' to Sam Martin, Wabash maintainer, and he was tellin' me that a hawkbill linoleum knife sure was the best thing for openin' caustic soda cans. The big wooden handle gives a better grip than a pocket knife. Less chance of gettin' cut."

Before I had time for even one comment, he continued: "I been talkin' to the retired boys here—J. B. Hemphill, E. E. Ireland, Charley Mulvey and Tim Foley. Sure is good to chat with them again. They had a big turnout for the meetin' but it was mostly young fellers—not many of the 'Old Guard' around any more."

"Well, you know the old saying," I cut in—"The old make way for the new."

"Guess you're right," he replied. "You young fellers will have to take over the helm afore long. Maybe you don't remember it, but we had quite a time gettin' the B. of R.S. started on some roads. The carriers didn't exactly roll out the red carpet for us; we had to really fight for everything we got. A lot of young fellers nowadays take the organization for granted—they seem to think it'll be here when they need it whether they give anything to it or not. But they'd better attend union meetings and get up on the floor and talk out their problems. It takes united effort to win!"

When he stopped to catch his breath, I chimed in with a few bits of news. The communications gang is south of Gosport, rebuilding the pole line along White River, I told him. "They had to teach L. Amos and H. Wood to swim—they fell in the river, hooks, belt and all." He got a laugh out of this, and I continued: "The test gang is working on the Michigan branch and the signal gang is going to Otis on the Michigan branch next week to start work on revamping the interlocker there."

"You know what B. Stewart says about that place?" he asked. I told him I didn't. "Just two seasons up there, says Stewart—winter and July."

At this moment he saw Hemphill go by and started off after him with the parting comment: "Think I'll hit Hempy for a smoke of Durham." R. W. GORHAM

L. & N.

KNOXVILLE, TENN. (158). At our last meeting, held July 11 in the Southern Railway YMCA, Knoxville, there were less than a dozen members present.

We were thankful, as always, for the "faithful few" who were on hand—those who do their best to carry on the work of the Brotherhood. We realize, of course, that our out-of-town members often have a difficult time getting to these meetings; their absence is excusable and their presence greatly appreciated, in view of time spent, distance traveled, and expense. We know, too, that some are hindered from attendance by illness and other legitimate reasons.

But where are the ones who could easily attend but stay away from lack of interest? We have some who just pay dues and think that's all that's required. Well, we're thankful that they pay dues, but we also need their presence at meetings—their views, their votes, their cooperation.

Why so many of our former members have dropped out of the organization we do not know. Surely they realize the importance of maintaining our organization—of making it stronger than ever now, in view of pending legislation unfavorable to labor. Surely they are aware of the many good things the Brotherhood has done and still is doing for them, even though many haven't helped support it in years!

And we can't help wondering how a "non" feels when he is forced to associate with a faithful old-timer who hasn't missed paying dues in 40 years. It's a great feeling to be able to stand up, look your fellowman in the eye and say: "I'm doing my part; I'm not riding on anyone's back or taking what I haven't earned."

Did you ever hear of a "non" who refused his vacation because the Brotherhood secured it for him? Or did you ever hear of one who felt he wasn't *entitled* to a paid vacation because he'd done nothing to help in the fight to get it? Did you ever hear of a "non" who refused to work only 8 hours a day for 5 days a week instead of 12 hours a day for 6 days a week, without penalty pay, because he wasn't a union member? Did you ever hear of a "non" who refused to accept pay increases and better working conditions, just because they were obtained by a union? I'm pretty sure you didn't—and you never will.

But we have heard that some "nons" have said: "What's the use of paying dues into an organization? We get just as much as the fellow who pays dues." Oh, how that makes us long for the union shop!

Can't everyone—even the "nons"—realize that in unity there is strength? The founding fathers of our nation knew the importance of unity almost two centuries ago when they founded the "union" of our United States of America.

To these "nons" we extend a cordial invitation to come into or return to your organization and be one of us again, so

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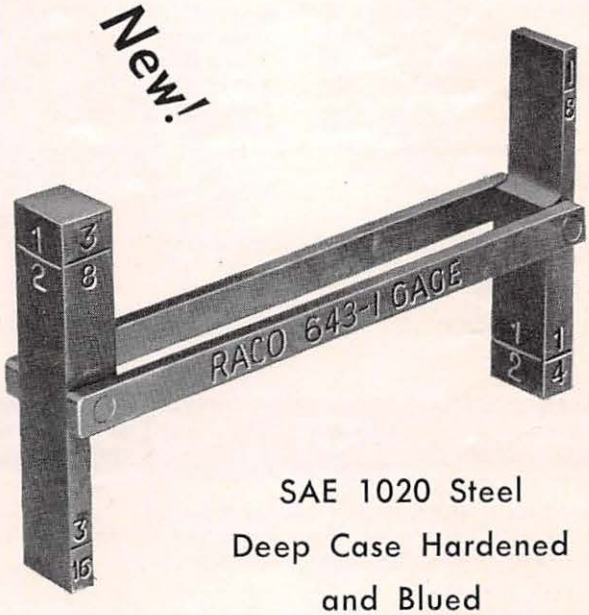

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vote and have your say in what concerns all of us. Be honest with himself and your fellows. You've accepted everything that others have worked long and hard to obtain. Why not now do your share in helping carry the load? Is this asking anything more than to pay an honest debt?

You owe it to yourself and family and your fellow workers to "line up" for a good cause and stay lined up. We need you, and you need the Brotherhood and what it can do for you! Come on back into the fold, fellas, where you belong.

A. B. BRANSON

Southern Pacific

EUGENE, ORE. (152). Brother T. C. Bates of Salem, Oregon, a longtime signal maintainer, retired last month. His job has been taken over by Brother J. E. Riedy. We wish Tom Bates a long and happy retirement.

The "town" gangs have not materialized as yet, but we still have a little faith left. It would benefit many a great deal and we are hoping they soon become a reality.

The Portland Division of the S. P. had a signal department picnic on July 18 with a very good turn-out. There were 92 seated at the tables at dinnertime. Many of these had driven a great distance to enjoy this fellowship, yet there were others who lived only 20 miles away who wouldn't come.

Well, the stay-at-homes missed a wonderful picnic. There were over $70 worth of prizes taken home by the happy winners, and the kids had a real ball. Next year we hope to have an attendance of at least 125!

A $2 per quarter increase in dues has been approved by the Local and becomes effective Oct. 1, 1959. So, remember to send $13 instead of $11 for your fourth quarter dues. Those with yearly cards can send the additional dues to our financial secretary by October 31.

Work safely! Remember: "A crutch may support you but not your family."

J. C. ANDERSON

B. & O.

CHILLICOTHE, OHIO (94). Officers of Local 94 were pleasantly surprised to see 46 members present at the July meeting held in the Fort Hayes hotel, Columbus, Ohio, on July 18. Also, we were honored by the presence of Vice Presidents G. Orndorff and C. K. Fields; Vice Chairman of Eastern Lines G. A. DeLozier, and Local Chairman H. A. Rickey of the Monongah Division.

Upon the resignation of Brother J. B. Wright as financial secretary-treasurer, an election was held. This resulted in Brother C. B. Bruno being elected as financial secretary-treasurer and Brother H. W. Rupp as recording secretary, replacing C. B. Bruno.

Members will continue sending their dues to Brother J. B. Wright for the balance of the third quarter. After Oct. 1, 1959 they should send their dues to C. B. Bruno, 926 Adams Ave., Chillicothe, Ohio.

Next meeting will be held Oct. 17, 1959 at 9 a.m. in the YMCA Building, Willard, Ohio. Keep the date in mind and let's have another big turnout. C. B. BRUNO

Wabash

DECATUR, ILL. (55). We had a good meeting at Decatur on July 11. The small attendance was disappointing, due probably to hot weather and a number of members being away on vacation.

A letter of resignation from Brother F. G. Bartley was read. Brother Martin Featherston was appointed to finish out the remainder of Brother Bartley's term of office.

With the gangs: Waldo Throne is at Wabash, Ind.; Joe Sharp is at Lodge, Ill., and E. R. Albert is at Wellsville, Mo.

With the test men: F. A. Mackay is on vacation; F. G. Bartley is at Gibson City, Ill.; H. E. Martin is at Peru, Ind.; J. E. Bartley is on the Montpelier, Ohio territory, and R. E. Pettus is at Moberly, Mo.

With the three-man gangs: K. E. Little is on the Moberly territory; C. V. Aiken is on the north end out of Decatur; J. D. Travis is on the Peru, Ind. territory; C. D. Law is down around Litchfield, Ill., and Leo Bostick is on the Montpelier territory.

Personnel changes: J. D. Travis has bid in the maintainer position at Mercer Street, Decatur, Ill.

With the sick: Brother O. D. Killingsworth recently entered the Wabash Hospital at Decatur, Ill. for minor surgery. We hope he has a speedy recovery and early return to work.

Through the ages, man has looked back on his achievements and failures, asking himself: "Which is the greater disappointment—the failure to try or the failure to win."

Remember the potluck picnic: Nelson Park pavilion, Decatur, Ill., 1 p.m. Aug. 30, 1959. J. F. P.

P.R.R.—P.R.S.L.

CAMDEN, N.J. (58). Our regular meeting was held July 10 in the clubhouse at 300 N. 27th Street, Camden.

Chairman Hargrave reported on a letter from President Clark regarding an increase in per capita tax. When put to a vote, the members did not vote for it. Brother Hargrave also gave a report on pending claims and other meetings which he had had with Brother Park and officers of the P.R.R. and P.R.S.L.

We extend our sympathy to the survivors of our retired Brother, Felix G. Sloan, who passed away at the Cedars Nursing Home. He resided at 344 Logan Avenue, Woodbury, N.J. Brother Phil was 84 and had been retired since February 1940.

News is scarce, due to many being on vacation. Will see you at the next meeting—second Wednesday in September.

J. L. NACK

Obituary

Felix G. Sloan, retired member of Local 58, Pennsylvania-Reading-Seashore Line, died recently at the Cedars Nursing Home, Wenonah, N.J. He was 84.

Brother Sloan began work Nov. 13, 1902 as a laborer on the West Jersey Seashore Railroad, advanced through the ranks to the position of signalman in 1907, assistant foreman in 1915 and to maintainer in 1921. Due to the merger of the Pennsylvania-Reading-Seashore Line and the Atlantic City Railroad, he returned to a signalman's position in June 1933 and later, as signalman with the Westville gang.

Brother Sloan retired Feb. 1, 1940. He is survived by a son and two daughters to whom officers and members of Local 58 extend condolences. J. L. NACK

Robert S. Towlinson, Local 25, Pennsylvania Railroad, died July 11, 1959 in Alexian Brothers Hospital, Elizabeth, N.J., after a short illness.

Brother Towlinson was born Aug. 14, 1897 in Elizabeth and spent most of his life in that city. He was employed by the P.R.R. on May 2, 1924 as a T & T maintainer. On Nov. 23, 1945 he was promoted to signal foreman in charge of T & T employes, the position he held at the time of his passing.

He was a long-time member of the Brotherhood; a veteran of World War I and member of the Abraham Clark Chapter, Sons of the American Revolution; and a member of the official board of the St. James Methodist Church, Elizabeth, N.J.

Brother Towlinson is survived by his widow, two sons, one daughter, a brother and four grandchildren. To these survivors Local 25 extends deepest sympathy.

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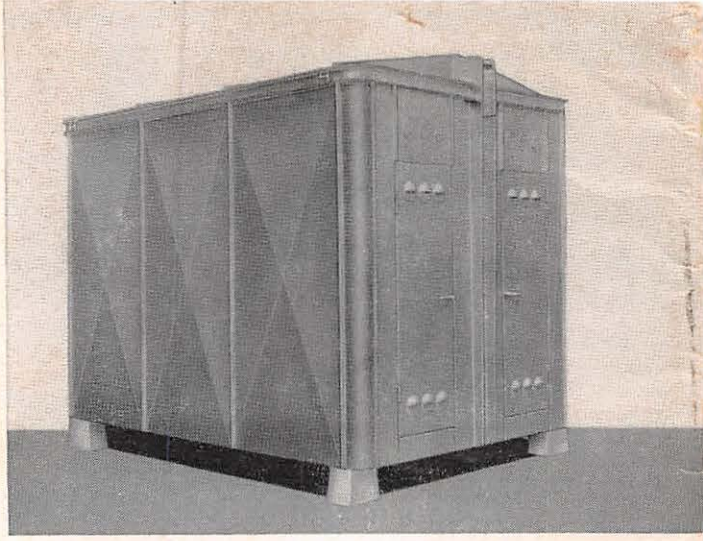

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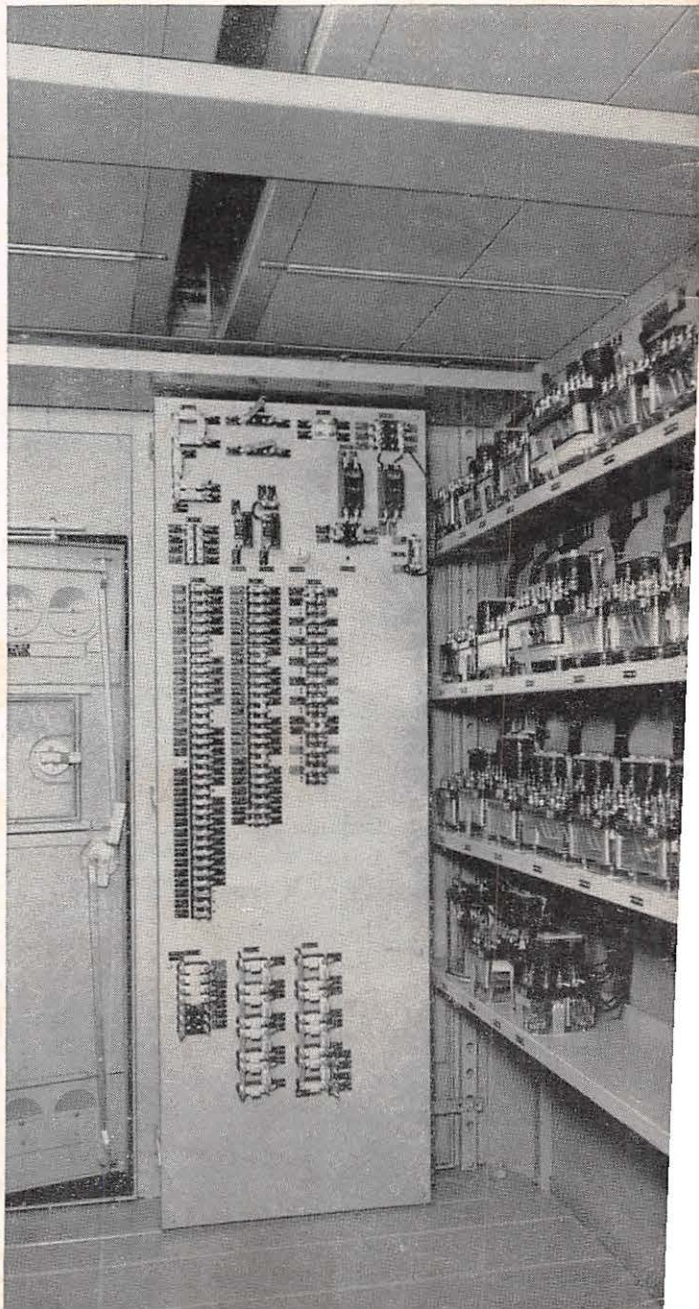

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